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THE COMMANDER OF THE BRITISH TROOPS IN NORTH AFRICA: LIEUT.-GENERAL K. A. N. ANDERSON, in the armoured car in which he travelled whilst directing recent operations of the First Army in the Tunisia fighting

When British troops landed on the North Africa coast, the supreme command of military operations was vested in Lieut.-General Dwight Eisenhower, of the U.S. Army; and the First Army, composed mostly of British troops, was under the immediate command of Lieut.-General K. A. N. Anderson, C.B., M.C. It was this army which made the first advances into Tunisia and consequently bore the brunt of the fighting against the hastily reinforced Axis troops under General Nehring. Whilst directing operations in this theatre, General Anderson travelled through the forward areas in an armoured car, as shown above. The General is fifty-one years of age: he has seen much active service since leaving the Royal Military College at Sandhurst, having taken part in the war of 1914-18 (when he was wounded and awarded the M.C.); on the North-West Frontier, as a Lieut.-Colonel, in 1930-31 (when he was mentioned in despatches); and in the present war since 1939.

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A WAR NEWSLETTER —No. 176

1, NEW OXFORD STREET, W.C.1.

Strange Bedfellows in North Africa.—It seems that the sight in Algiers of

> "Party leaders in the street,
> Maintaining with no little heat
> Their various opinions,"

is one which certain American eye-witnesses, and many British, do not "view with equanimity." On the contrary, warnings of the danger to the Allied cause, and of the discouragement which this state of things is causing among all Frenchmen who *are* Frenchmen, increase in number and vehemence. It is a subject and a problem which demand our restraint and patience; but also demand urgent attention by those whose responsibility it is to put the political situation in French North Africa on an unequivocal basis. Military necessity may well require compromises, but there are degrees in compromise, and General de Gaulle was right in declaring that, in a people's war, moral issues are a part and a corner-stone in grand strategy. The French nation, the British and, I think, the American have in the past decades had many bitter opportunities to assess the merits and patriotism of the old gang in French politics. If the war issue is to be decided in time to help the Russians, to help Alexander and to make possible the next round in the Allies' offensive programme in the spring, both Giraud and Eisenhower should have their hands too full to deal with the cleansing of the Augean stable of French political intrigue. If their political advisers now on the spot are not vested with power, authority and ability to clean up the political tangle and scandal, without reference to the military commanders, then indeed it must seem to all patriotic Frenchmen and their allies that a military dictatorship in French North Africa would be a better temporary compromise than the present unlovely and dangerous and undignified muddle, which threatens to play straight into Hitler's hands. With all restraint and with all patience, a majority voice among the Allies calls on the President to release General Eisenhower from an impossible dual role, and from a dangerous handicap in the way of accomplishing the urgent task which he was appointed to do.

The Threat to Egypt?—Our recent air attacks on Crete reminded me of a reservation which I ventured to make on reading General Montgomery's triumphant survey of the decisive results of El Alamein. A resolute enemy has many shots in his locker, and it looked not impossible that Hitler might, while conditions assisted him, and as the advance swept further and further west, nip in by airborne invasion to dislocate our lines of supply between Alexandria and Cyrenaica. A desperate venture, no doubt, but what can be done over snowy wastes of steppes might be possible over sunlit seas. At that time, possibly, our Navy was not so argus-eyed in the Alexandria base as now. And, anyway, an airborne, cutting-out expedition is not greatly deterred by naval strength and vigilance. But while this thought recurred to me, I felt no doubt that it had occurred to even greater strategists, such as Alexander and Montgomery! What resources they could, and can still, reserve to meet the contingency I do not know, nor what may be the role planned, and practised, for such reserves as they can afford to leave behind, to treble the normal guard over our long lines of communication from Alexandria to Misurata and to defend Cairo. But I doubt not I shall be safe to leave it in their hands. It was not perhaps a startlingly original idea. Indeed, it is a cardinal precept, an axiomatic precaution, of the art of war, only rendered trebly axiomatic by the introduction of airborne expeditions by infantry and demolition squads. But man-power *is* an anxious problem, when your lines of communication reach four figures in miles.

A NEW DAY-NURSERY IN BETHNAL GREEN FOR WOMEN WAR WORKERS. This residential day-nursery was opened recently in London's East End. It has a full complement of twenty-four children, whose mothers work in small-arms factories, in tank-component workshops, in military-tailors' establishments and in transport. The children are brought in the morning at 7.30, and the mothers call for them at 6 in the afternoon

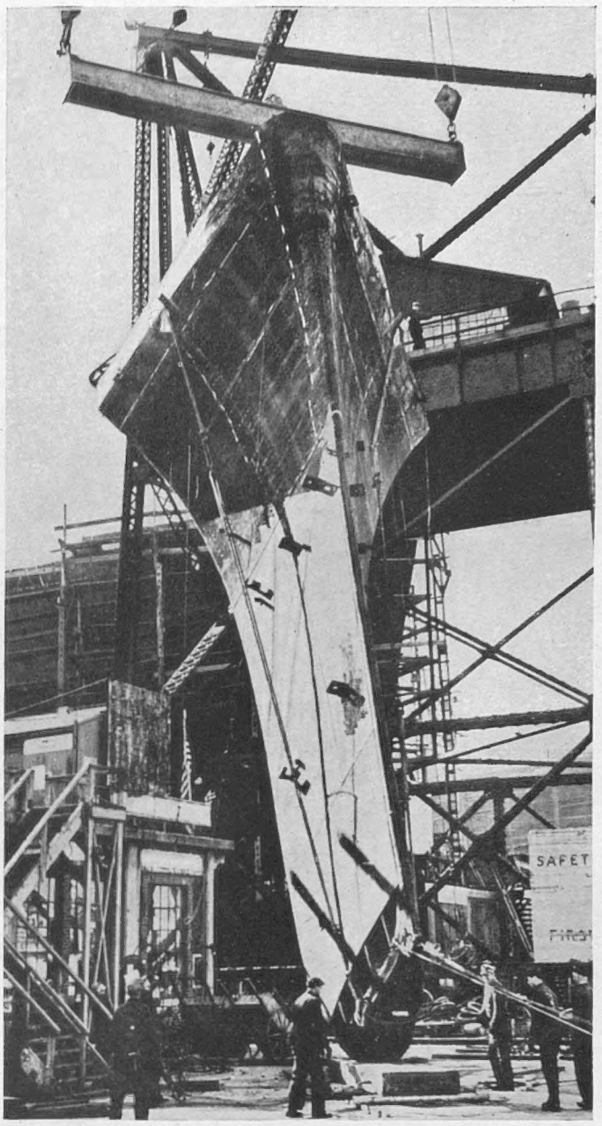
War Lies and Facts.—Lord Ponsonby's book on the war lies of the first Great War is doubtless long since forgotten. It was a courageous book to write at the time it was written. Before it was forgotten, people were cool enough once more to acknowledge that it contained much truth and proved the case that war is madness and makes men mad and ready to believe anything and to accept any wild rumour as *truth* for the prosecution of hate. Put at the lowest, it may not, on the long view, be *sound policy* to throw all judicial proofs to the winds before convicting your enemy of the extremes of bestiality. The trouble is, the winning of the war is only half our problem to-day. The war and the peace are indivisible. We have enough (in all conscience) of proofs acceptable by British judicial standards to convict the Nazi leaders, high and humble, of crimes against humanity so dyed in blood and barbarism as to demand the death penalty and to justify even the rack before death. Yet even in the madness of hate and war (yes, even when we assess the proven tortures daily applied to the Jews in Europe), it may be policy (not to put it higher, at justice or morality) to adhere still to the bare processes of legal proof before we accept as gospel the tortured and twisted evidence of tortured, outraged victims, and before we lay the guilt on whole nations or blocks or sections of nations or armies or organisations. We cannot create a new order in Europe by exterminating the whole German race. We have already admitted that it must be our task somehow to educate them to decency. Mad as the world is, we know very well that before the peace can be won, every brick in the Babel tower of hate must be painfully removed one by one.

Mud-slinging—A Corrective View.—A friend whose wisdom I value, and whose historical parallels often enough correct my judgments, has written to me in reference to what seems to me the tiresome, fruitless and undignified practice among some of our great political leaders of engaging in personalities—mud-slinging vendettas—with enemy leaders and with political opponents. In such contests, the duellist nearest to the gutter must always win, for he holds the advantage of the dirtiest of the slime reserves. My friend writes: "I really agree with what you say about mud-slinging, but people will never change about it. It has a great past and tradition, coming from the Old Testament and through Cicero, Cobbett and Burke, etc. The Founder of the Christian Religion did not disdain the weapon of invective against, for example, the Pharisees. People have an idea that the Victorians were less personal. They were far worse, and you will remember that Lord Salisbury compared Lord Derby (his own stepfather) to Titus Oates, in a speech in the House of Lords. Mud-slinging *can* be avoided, since neither Roosevelt nor Stalin nor, for that matter, King George indulge in it. As you say, it has its repercussions, often more telling than the original squibs. I thought Mussolini quite right to single out the dinner-jacket for satire. Cricket, football, fox-hunting and dressing for dinner are among the English absurdities, and we merit ridicule for the importance we attach to them. . . ." My friend is himself a very knowledgeable fox-hunting man, and there are wisdom and liberality and sense in that quotation. "This is not the time and I am not the man" to seek to harmonise apparent inconsistencies in Christian teaching and practice. [Denunciation set beside "Judge not that ye be not judged."] But I must agree with the theory that invective and abuse have a firm and old tradition among British statesmen of the front rank. I have only just finished rereading Lord Mersey's *Prime Ministers*, and that is a document by itself of adequate proof of my friend's contention.

The Scandal of Income-Tax Collection.—How much longer during war or peace will the British race, on whom the burden of direct taxation now falls more widely, endure the intolerable infliction of the complexity and obscurity of the forms and schedules under which income and property taxes are assessed and collected? (My sentence is deliberately an imitation of the collector's methods.) I do not suppose one taxpayer, let alone small freeholder, in a hundred comprehends the how, the why or wherefore of the methods employed. Perhaps in middle-age he puts his savings into the purchase of a small house with a few acres of land, at a cost of, perhaps, £4,000. Under the heading of "Income Tax and Land Tax," a small sum in shillings is demanded from him as owner of garden and woodlands. Because it is small, he pays it unquestioningly. But Schedule A—property tax—"earned income"—not only baffles but leaves him convinced of the malignancy and injustice of the State he serves. He receives a demand note for £150 in this year of grace, based apparently on his £4,000 freehold, and no explanation printed or specially written for him by a more kindly collector can make him comprehend what authority assessed the value of his property, on what basis on that value his tax is computed, to what extent, if any, his earnings, if any, increase his liability to taxation on his property in land or allowed the cost of new tiles on his house, but not of repairs to his "Aga" cooker. He may repair his chimney or repair his water-pump engine, but not the draining-board in his scullery buildings. He may set against the full demand a percentage reduction or relief based on "genuine" expenditure during the year on maintenance or upkeep of his property, on a "five-year" average. But nothing is so obscure as the construction of genuine "maintenance." He never advances in knowledge of the logic or justice or common sense of this hideous tangle of precept on precept, rule on rule, extortion on extortion. That he should be taxed to the limit of his means to pay for the war and to make possible a better world after the war, the average taxpayer accepts as a necessity and even a privilege. But that to achieve that taxation he should be taxed to the limit of sanity and sense of justice, he bitterly resents. Year after year he asks himself whether indeed it is beyond the wit of some lawyer or Civil Servant to devise a method of taxation which the average taxpayer could understand swiftly.

THE OLD STAGER

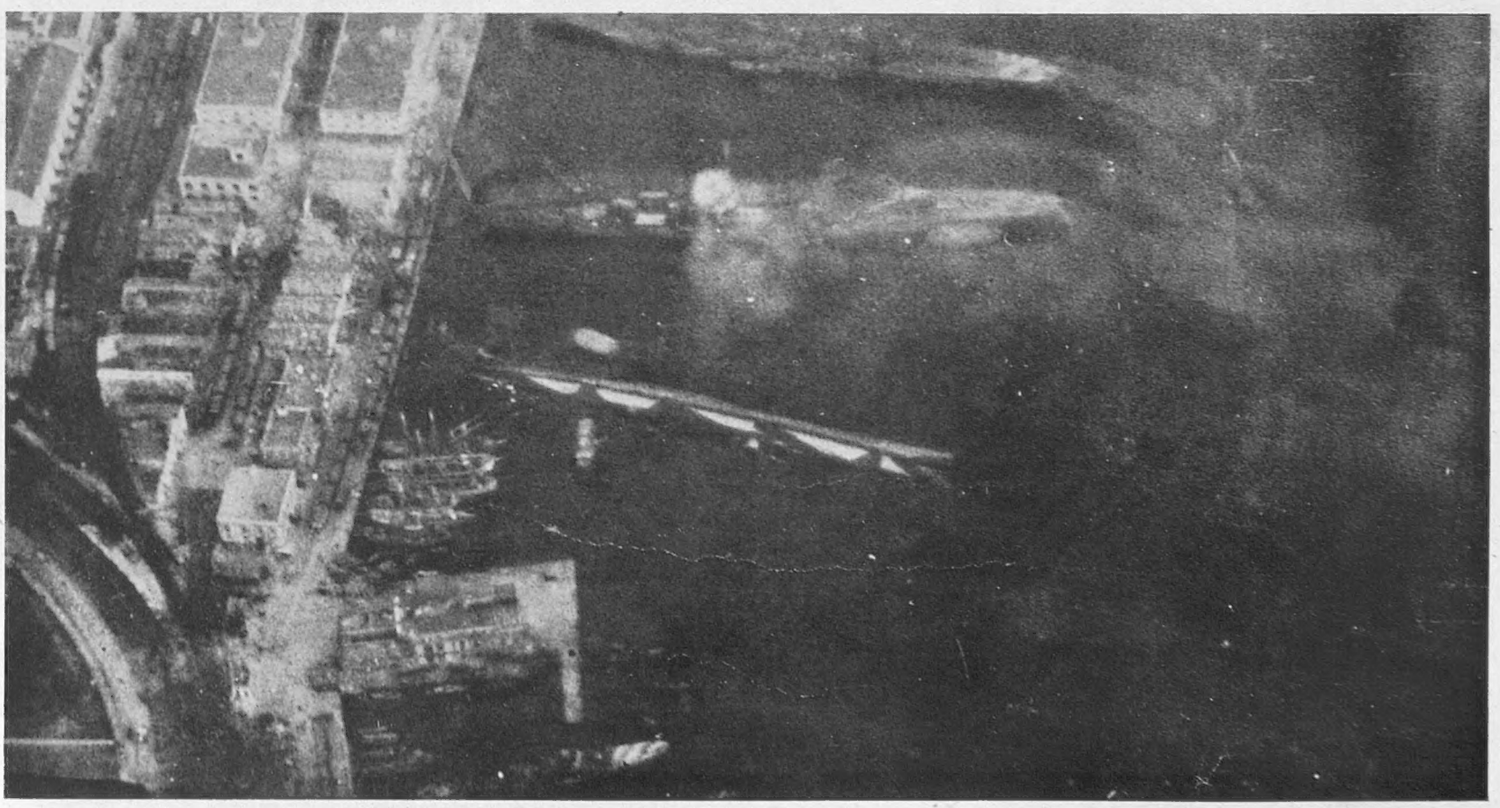
NAVAL PICTURES from the U.S. and ITALY



THE BEGINNING OF A U.S. CARGO SHIP. This bow section of a Liberty ship weighs 50 tons and is 60 ft. high. It is being swung into position at a shipyard on the east coast of the United States. Yards in that country are turning out freighters with increasing speed by pre-fabricating whole sections and then assembling them on the ways. One West Coast yard recently launched a 10,000-ton vessel within three and a half days of the laying of the keel, and had it completely fitted and ready in four more days

A 25,000-TON AIRCRAFT-CARRIER IS LAUNCHED IN THE UNITED STATES

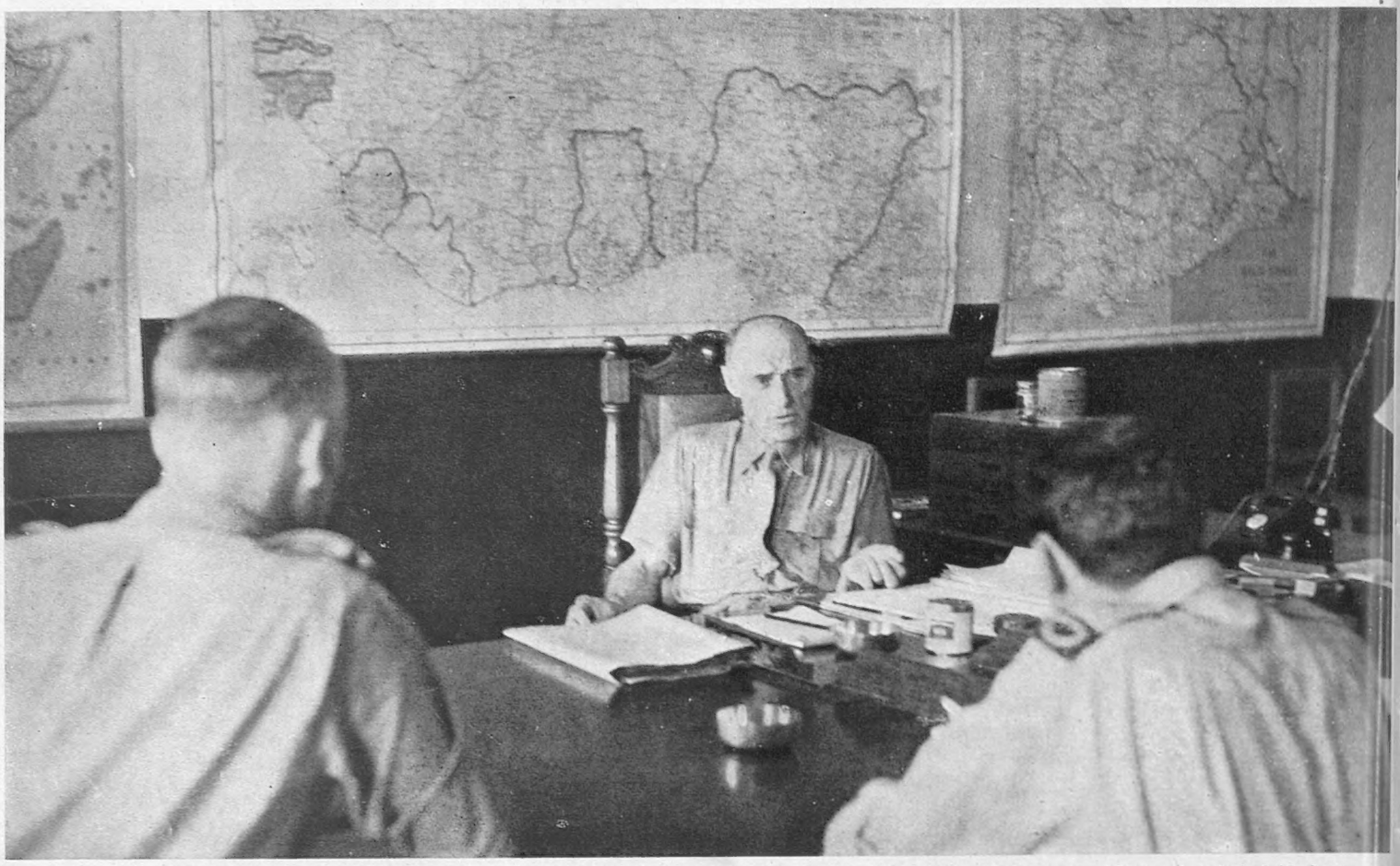
This picture was taken at the Fore River Yard of the Bethlehem Shipbuilding Company at Quincy, Massachusetts. It shows the *Bunker Hill* being launched on the first anniversary of the infamous Japanese attack on Pearl Harbour. This big aircraft-carrier is one of a class of eleven, others of which were launched earlier. The dimensions have not yet been made public, but the vessel has a displacement of around 25,000 tons and will have a complement of over 2,000. Her armament is to consist of sixteen 5-in. guns with sundry smaller weapons, and there will be accommodation on board for eighty aircraft. Speed is to be in the neighbourhood of 35 knots, and the inclusive cost of each of these vessels is expected to total 60,000,000 dollars. A further six are projected, which will bring the total number of this class up to seventeen. In the top right-hand corner of the picture above can be seen the nose of a U.S. Navy "blimp" which was on guard during the launching ceremony



THE ITALIAN CRUISER WHICH WAS SUNK IN NAPLES HARBOUR by U.S. bombers which came from the Middle East. The vessel can be seen lying on her side in the centre of the picture: her camouflaged plates can be seen just above the water

On December 4 last heavy bombers of the U.S. Middle East Air Force raided Naples Harbour by daylight, after that important objective had been raid-free for a period of six months, and during which time it had become Italy's most important seaport and base. During the raid a cruiser of the Attendolo class was sunk, warehouses on the quayside were wrecked, and a direct hit was scored on a merchant vessel. The picture above was taken by Wing Commander Warburton, the famous reconnaissance pilot: in it the sunk cruiser can clearly be seen in the centre. She is a vessel of 6,940 tons (about 8,000 tons full load), and is armed with 6-in. guns. As the Italians are great experts in salvage, however, and as the Attendolo-class cruiser is lying in shallow water, it is not unlikely that attempts will be made to restore her to service with the Italian Navy soon or late.

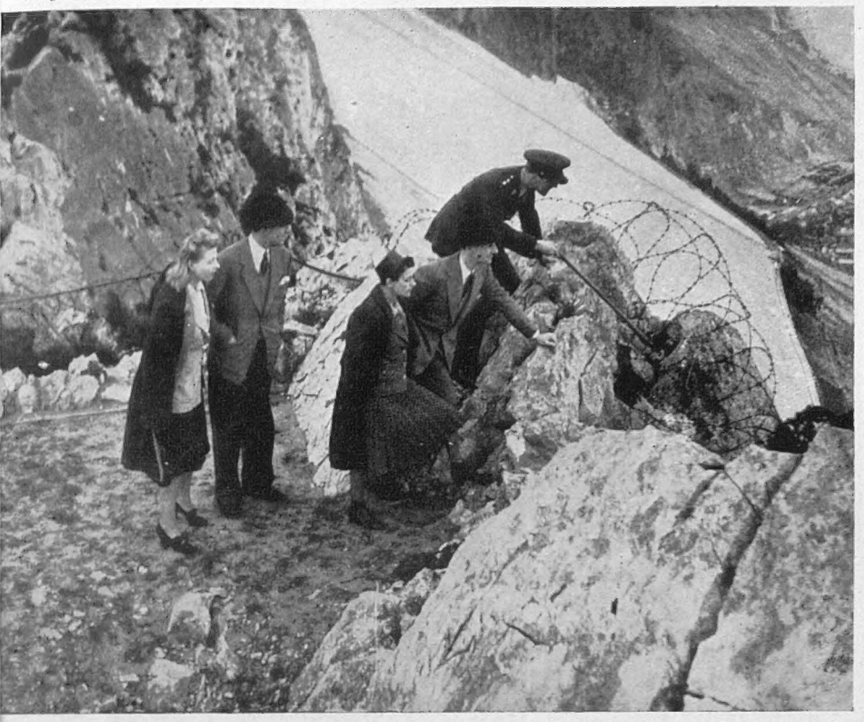
LATE NEWS PICTURES FROM SOME OF THE BATTLE FRONTS



THE RESIDENT MINISTER IN BRITISH WEST AFRICA, LORD SWINTON, during an interview to British war correspondents on a visit to the vital Gold Coast area. After Italy's entry into the war, the African areas became of great value to Britain and her allies, and the Gold Coast—as one of the points of entry—became a most important link in the supply routes to the Middle East. Lord Swinton has, for many months now, been our Minister in this part of the African Continent, and his work has been greatly appreciated by the War Cabinet at home. Although little publicised, the Resident Minister has been performing duties of the highest importance to the general war effort

R.A.F. BOMBS FALL ON SFAX, THE AXIS KEY PORT IN NORTH AFRICA: A reconnaissance picture which shows some of the bomb damage wrought during recent raid

Sfax is now one of the key ports for the Axis in Tunisia. This R.A.F. reconnaissance photograph shows how effective have been recent attacks on railway sidings and buildings in the dock area. Most of the damage has been to railway sidings and sheds: the railway round-house has been almost completely destroyed, and all the other buildings near it have been damaged; the track leading to the engine-house has been hit and a direct hit has been obtained on the turn-table. In the railway sidings the line has been hit repeatedly, and both track and wagons have been flung aside at eleven different points. At one spot five separate tracks have been rendered useless. About forty wagons have been cut off by bombs which have blocked the ways. In addition to the extensive damage, warehouses on the wharf have also suffered. In this picture part of the dock-side railway yards are seen. At **A** five separate tracks have been destroyed and wagons overturned and wrecked by blast; **B** shows the severe damage to the railway workshops; and **C** shows the direct hits on the engine round-house and turn-table



STAGE AND FILM STARS VISIT "THE ROCK" to play for the troops: Some of the party impressed by the grandeur of the view from the highest point on the Peninsula

Beatrice Lillie, Elizabeth Welch, Jeanne de Casalis, Edith Evans and Phyllis Stanley watch the antics of two of the apes: Famous stage and film celebrities arrived at Gibraltar to entertain troops on "The Rock" over the Christmas-New Year period with their show, *Christmas Party*, which was presented twice nightly at Gibraltar's Theatre Royal. The above picture was taken during a tour of inspection by the artistes. It is a general superstition that, unless you see a Rock ape within ten days of arrival, you will never leave the Rock!

THE GIBRALTAR GOVERNOR AND C.-IN-C. visits Commando troops in the fortress: Lieut.-General F. N. Mason MacFarlane, C.B., D.S.O., M.C., who is in command on the Rock, has just carried out an inspection of Commando troops stationed in the fortress and watched a raid carried out by them. He is seen above talking to a Commando Sergeant during his inspection

Elizabeth Welch, Jeanne de Casalis, Phyllis Stanley and Beatrice Lillie inspect a breath-taking spectacle on the Rock. John Gielgud is standing in front of the little party

THE MEDITERRANEAN C.-IN-C. INSPECTS RATINGS AT ALEXANDRIA: Admiral Sir Henry Harwood, K.C.B., O.B.E., on shore at the naval base, carries out his review of men under his command

LIEUT.-GENERAL SIR BERNARD FREYBERG, V.C. (G.O.C., New Zealand Division), and GENERAL SIR BERNARD MONTGOMERY (in command of the Eighth Army) relax at a concert by the New Zealand Entertainment Unit

THE LATEST PICTURES FROM RUSSIA

Including Studies of Some of the Brave Men and Women who Have Been Helping in the Great Offensives Against the Nazis

THE SOVIET WOMAN FIGHTER PILOT WHO SHOT DOWN A JU. 88. Lieutenant Valeria Khomyakova; formerly an engineer at the Frunze plant in Moscow and an instructor at a Flying School

CAPTAIN OF THE GUARDS STEPAN CHEKURDA. On one occasion his battalion silenced 26 enemy gun and trench-mortar batteries, destroyed 24 tanks and wiped out 3 enemy cavalry squadrons

HUNTER TURNED SNIPER: Maxim Passar, a hunter from Nanai, who now shoots Germans as he used to shoot game in the Amur taiga. He has shot 127 Nazis in the north-west of Stalingrad

A COSSACK WOMAN AT WAR: Maria Lupichkina, former weaver in an Azov textile mill, who volunteered for service as a nurse with the Cossack Corps commanded by Lieut.-General N. Kirichenko

COMMANDER S. SHILOV, OF THE VOLGA NAVAL FLOTILLA. In the fighting for Stalingrad his naval gun destroyed a large group of German automatic riflemen, two enemy blockhouses and a gun crew. Many men of the Volga Fleet—tugboat skippers, fishermen, etc.—distinguished themselves in the battle for Stalingrad. Not only have they fought beside the Red Army on land, but they have brought supplies through mine-infested waters by barge and by every other kind of river craft, braving the enemy's fire from the Volga banks and in constant danger of air attack

MOUNTAIN WARFARE IN THE NORTHERN CAUCASUS: A Soviet sniper lies in ambush among the snow-covered peaks—ideal terrain for this type of warfare. The pressure which the Soviet mountain armies maintained relentlessly for many weeks among the wild lands of the Northern Caucasus has at last been responsible for ousting the Nazis from Nalchik and other key points. It would appear that the Germans are now to be caught between the pincer arms formed by the Russian armies pressing northwards from Nalchik and southwards from Stalingrad

A FIGHTING FAMILY OF COSSACKS: On the right is Gerasim Zubenko, political instructor of the Guards; then come Yevdokia, his wife, cook of an Army unit; Natalia, their daughter, a machine-gunner; Ninel, their second daughter, a medical instructor; and Alexander, their son, a machine-gunner

GERMAN PRISONERS SURRENDER THEIR "PASSES" TO THEIR RUSSIAN CAPTORS: The Russians have been dropping handbills over the German lines, suggesting that when they surrender the Germans should bring the handbills in with them as "passes." Apparently this scheme has worked well, as the above picture shows: the Nazis are handing their "passes" to a Soviet Commander for his inspection before being marched off for internment

BANDAGES AND PROPER MEDICAL ATTENTION ARE, APPARENTLY, SCARCE amongst the Germans. This soldier's "bandage," when captured, consisted of a piece of string

LIEUT.-GENERAL ROKASSOVSKY, SOVIET COMMANDER ON THE DON FRONT. In the official Russian review of the progress of the Red Armies to the end of 1942 mention is made, for the first time, of the Commander in charge of the vital and spectacular advance on the Don front. He is Lieut.-General Rokassovsky, whom our picture shows in the field in his winter outfit. Tall, broad-shouldered and handsome, Rokassovsky is one of the youngest Generals to be in high command; in 1941-2 he distinguished himself in the defence of Moscow

A STALINGRAD NURSE GIVES FIRST AID DURING STREET FIGHTING: A member of a "Workers' Battalion" engaged in street fighting on the outskirts of the city stops to have a wound dressed by one of the Stalingrad women now serving as Red Cross nurses

HOW THE RED GUARDSMEN MOVED ACROSS TO THE WESTERN BANK OF THE DON RIVER: In this case the Soviet troops are ferrying themselves across on large rubber floats camouflaged with branches of trees and coupled up to sustain the weight of horses and guns. On other occasions they have made use of small boats and river craft, and also of "invisible bridges" built below the river surface. Throughout the progress of the present war, the Red Army have proved that they are courageous and resourceful in river warfare

YOUNG RUSSIA LOOKS TO THE FUTURE: A new session begins at the Lomonossov University in Moscow. Confident of victory, the Soviet Union never loses sight of the future for which it is fighting. Sessions at the universities are still in progress despite that the Soviet armies are now in action only a comparatively short distance away

THE GIFT OF ONE TONGUE

The Invention of a "Universal Pidgin" by a Young Engineer of Oldham. By FERDINAND TUOHY

"AMONG the important problems of an international kind to be promoted now and after the war is a means of expression in a language easily learned and used by all civilised peoples. The international Morse code is an example of an accepted system of alphabetical and numerical communication, and what is wanted now is an auxiliary vehicle of language which will be as widely understood. It is to be hoped that academic, as well as scientific and commercial organisations will assist in the movement towards the agreed auxiliary language. There is no better way of promoting inter-relationship between the peoples of the world than that of a simple, common language."

No crank, but the former president of the British Association said this—Sir Richard Gregory. In my foreign meanderings, though armed with four tongues, I frequently needed an auxiliary, and those who saw the first League of Nations through, must have turned over in their minds, amid the delegates' Babel of Geneva, the step forward "if only all their peoples could make themselves understood in a common language." However crude, it would be a wonderful link, I used to think. In business, work and pleasure. How much more pleasure, and instruction, one derived in a foreign country if able to converse with the inhabitants. And how often had one been in international trains and the like, and watched the occupants sit dumbly, critical, cold, almost resentful.

Let me tell this little tale chronologically. Shortly after reading Sir Richard, I came upon Mr. Wells writing this of Mr. Shaw: "He has written the best things I have ever read about the possibility of a universal alphabet—not one of those tinny, artificial languages that idle people amuse themselves by making, but a necessary predecessor to anything of the sort; an alphabet with accents and marks, that would enable anyone, entirely ignorant of a language, to read it out aloud and be understood. Philologists may bumble about as they like; they won't get on to anything very much until they assimilate Shaw."

For the "tinny" type, Mr. Wells doubtless had Esperanto in mind. Esperanto failed because it is artificial, and therefore hard for everyone to learn. It is, moreover, completely European in outlook, and, from now on, we cannot ignore the Orient in these matters. It has a complicated grammar, too. And it is highly monotonous. But what about Mr. Shaw's language? Was it possible that there *existed* an unpublished Shavian language? No, it was not possible. I quickly found that out by enquiring of Mr. Shaw, who replied that Mr. Wells may have been referring to "my preface to Wilson's *Miraculous Birth of Language*. I did not invent a Universal Alphabet, as you will learn from this printed stuff. My case was stated also in a letter to *The Times*."

I was digesting each of these sources when, the other day, Mr. Shaw very considerately brought everything up-to-date, and put his whole case in a nutshell. "English usage," he wrote, "is just what we need to get rid of: it is overloaded with unnecessary grammar; and our mad persistence in trying to spell the sounds of our speech with an ancient Phœnician alphabet costs us the price of a fleet of battleships every year in writing and printing superfluous letters. As it happens, the most civilised nation in the world, the Chinese, have taken our language in hand for business purposes, and produced an English with a minimum of grammar which has immense advantages over our academic English. It may yet become the language of *The Times*. Meanwhile we might use an entirely new English monosyllabic pidgin. The only one I know of needs only a seventeen-letter alphabet. Current English cannot be spelt recognisably and economically with less than forty-two letters."

Mr. Shaw had previously given me the name of the inventor of his favourite Pidgin, Mr. Kenneth Littlewood, of Oldham, "who has invented a Universal Pidgin which is the best thing of the kind known to me," so this story now changes to Oldham, in point of fact, to lodgings there. There is harmony with the New World ahead in the fact that Littlewood should be no wild-haired pedant, but a twenty-nine-year-old engineer on munitions; though there is little harmony in his "study," which is shared with a radio and three other persons, one of whom practises on the saxophone while the birth-pangs of a possible new world-language occur. Tall, curly-haired Littlewood, of Leeds, was an R.A.F. clerk for six years, and for two years more an organiser for theatre and cinema workers. He now does a sixty-six-hour, seven-day week, and gives another seventeen hours to his language.

As a boy, Littlewood would fill exercise-books with picture-words. He learnt school Latin, Greek and French, but subsequently needed to study Welsh, Arabic, Russian and Chinese, from the constructional standpoint. He is full of China, and his aim is to go out to that country after the war, in order to help either with the "Thousand Character Lessons," or with the "Kung-ho" (Co-operative) Engineering movement. Actually, he tackled his world-language job first from the Chinese syntax viewpoint, but on Mr. Shaw's suggestion, replaced this with an English vocabulary, thus producing an improved and codified version of the Pidgin English already very widely used throughout the world in more or less developed forms.

"Very briefly," says Mr. Littlewood, "Pidgin is a phonetic, primarily monosyllabic, grammarless version of English. It is not intended to replace existing languages, but merely to serve as an auxiliary. As the most widely understood and most flexible language, English obviously has special claims. A great advance was made with Basic English, which reduced the vocabulary to 850 words. But Basic did not overcome two huge difficulties—the crazy and illogical spelling of English, and the 'clutter of superfluous grammar,' to quote Mr. Shaw. Throughout my handbook, I show that grammar is completely unnecessary.

"The trouble about learning languages is not that the names of things are altered. The big snag is learning the way the words are put together in the idiom of each language. Basic reeks with the English idiom which it is not fair to expect foreigners to learn. Pidgin is completely different in construction and idiom. It is a phonetic version of Basic, and I have used most of the words in the Basic lists, but other words are rejected on other than phonetic grounds. In cases where a suitable English word is not to hand, use is made of foreign words, as the French 'bel' for beautiful; or of dialect and slang words, as the Scottish 'lu' for water; or, in a few instances, of coined words, as 'uo' for how or what. Pidgin can be regarded as an algebraic language. Put down the words x plus y plus z, and they equal 'so-and-so,' whether the reader is a Frenchman, a Pole, a Japanese, or an Eskimo. As a random, but topical, example, take the words 'guerrilla warfare,' which become *rovtakua*—a telescoping of the fundamental forms of the words 'roving,' 'attack' and 'war.' Positional warfare becomes *stantakua*—standing-attack-war. All the artificial distinctions between nouns, verbs, adjectives, etc., have been abolished, and words take their meaning according to their position in a sentence, just as in English. If we say, 'I love her daughter,' we know that 'love' is a verb, not a noun, and 'her' a possessive, not an objective pronoun, due to their positions.

"I have reduced my alphabet to eighteen letters: p, b, t, d, k, g, f, s, j, n, m, r, l, a, e, i, o, u. But I have to use five accented vowels, using a horizontal bar, and three diphthongs. These may seem strange at first to English people, but I believe Pidgin could be mastered in a week. Foreigners acquainted with English might need a fortnight, and all others of average mentality not more than two months. Capital letters are quite unnecessary, a full-stop telling that a new sentence is starting. I put a question-mark before the sentence in order that the sense may be given by the inflection in the speaker's utterances. But pronunciation will not be uniformly English. Thus, the letter f is fee (fi), not eff."

Personally, I found Pidgin a pot-pourri of short-hand, slang, English, Chinese, foreign, easy sense and telescoping. After one night's lesson in bed, I was quite at home with such phrases as "mi no luv yu"; "you pa yu pa mi spik" ("I, your father, am speaking to you"); "m' laf but yu kri" ("he is laughing but you are crying"); "bel red hēr dēm" ("the woman has beautiful red hair"); and "m' no spik mi tru" ("he is not speaking the truth to me").

Mr. Littlewood is particularly anxious that the value of his Pidgin should be recognised in the field of science. He points out that scientists, due to the lack of a common medium, are compelled to make use of compounds of words of Greek and Latin origin. This is done to infuse some guise of internationalism, but the results are unfortunate. Not only is the student faced with an ever-increasing number of totally strange words, but a huge barrier is erected against the millions of people of all classes and nations eager to enter into the exciting new fields of science. Still, it is in everyday conversational use, every time, that one sees the value of Pidgin.

One welcomes Pidgin in view of the universal effort which, we are told, is to be made to try and pull together after this war. Indeed, I make so bold as to suggest to Littlewood that he should climb on the publicity band-waggon and call his invention United Pidgin, and not Universal Pidgin, as the former would identify it with the United Nations, two words which must inescapably figure in the label given to the successor to the League of Nations.

A GREAT "LITTLE SHIP" AT WAR: The proud record of H.M.S. "Royal Eagle," former Thames pleasure boat

H.M.S. *Royal Eagle*, one of the largest paddle steamers afloat in European waters, has carried thousands of peacetime pleasure-makers from Tower Bridge to Southend, Ramsgate and Margate. Commissioned two years ago as a warship of the Royal Navy, she now has a proud record of service. She has spent 520 nights and 132 days at sea, covering a mileage of 25,000 miles. She has been in action on fifty-two occasions against enemy aircraft, shooting down two for certain and many more "probables." She has earned three D.S.C.'s, four D.S.M.'s and thirteen "mentions in despatches." This record is apart from her work at Dunkirk, when she was dive-bombed forty-eight times and brought home nearly 3,000 British troops. Each man of her company who was on board at the time carries a silver penknife inscribed "Royal Eagle, Dunkirk, 1940," presented by men of the Cheshire Regiment whom she brought safely home. Engineer Lt. Com. R. L. Helyer, D.S.C., R.N.R., has served in the ship since she was built in 1933.

RATINGS ON BOARD H.M.S. "ROYAL EAGLE" filling pom-pom ammunition belts for the next spell of action of the stout old paddler

THE ISLAND THAT WAS A SHIP

A Jap camouflage idea which failed in its purpose in the New Guinea fighting

—Drawing by Wm. McDowell

Japanese naval units have, during recent weeks, been observed by Allied aircraft to be still lurking off the New Guinea coasts, despite the hammering they have been receiving from Australian and American pilots. A hawk-eyed pilot of a Liberator bomber has just reported a new idea in camouflage adopted by some of these vessels: he spotted what appeared to be two small "islands" at the mouth of a river near Finschafen, but soon discovered that they were enemy transports, skilfully disguised with trees placed round their masts! A similar attempt at camouflage was also adopted by a Jap freighter off New Britain. In each case the Allied bombers attacked and sank the vessels. Small islands abound in this part of the south-west Pacific, so that high-flying aircraft might easily be misled. The vessels disguised in this fashion were probably at anchor, as such a form of camouflage would obviously be useless for a vessel in motion

TAKING IT GREEN over the BRIDGE

An incident during "Viscount's" four-day fight against Atlantic U-boats

—Drawing by Wm. McDowell

In rough seas that sometimes swept their decks and obscured sight of their quarry, escorts of a British-bound convoy fought a four-day-and-night battle in the Atlantic with U-boats recently, sinking two and damaging several others. One U-boat broke surface ahead of H.M.S. *Viscount*: the destroyer increased to full speed and attempted to ram, but the U-boat just succeeded in clearing her bows. The destroyer turned and went in again at full speed, but at the critical moment a sea coming solid over the bridge obscured the submarine, which altered course rapidly and dived. (This is the moment depicted in the drawing by Mr. McDowell above.) On the fourth day, however, the *Viscount* made her "kill," manœuvring so swiftly that her quarry could not escape. This 920-ton destroyer is one of the last war's warships, launched in 1917; she is armed with 4-inch guns and anti-aircraft weapons. Her designed speed is 28 knots

HOW SPEED CAN DEFEAT A U-BOAT ATTACK: THIS SPEEDY LINER IS A 15,000-TONNER OF THE the submarine which is here seen trying to manœuvre into a position to attack. In the firing 16 knots, the submarine would have to surface

FAST SHIPS or SLOW?

Would "Ocean Greyhounds" Outmanœuvre the Submarines? The Pros and Cons of Wartime Shipping Problems

Discussed by A. D. McCracken

TO convoy or not to convoy was the big shipping controversy of the last war. Fast ships or slow ships is the big issue in the present struggle. The maximum speed of most of the cargo-ships now being built is 11-12 knots; in convoy they probably average no more than 9 or 10. Most submarines can do 16 knots on the surface or about 9 when submerged—hence, say the slow-ship critics, the long-drawn-out running fights with U-boat packs, lasting sometimes three or four days.

It is undeniably true that fast, 15-knot ships are very difficult torpedo targets—most of the ships which took the Allied invasion forces to North Africa were in this class, and the U-boats failed dismally in what was probably their greatest opportunity of the war. Consider the case of a U-boat commander lurking in wait for a victim. Spending most of his time submerged, for aircraft patrols now make daylight surface trips very risky, he can sweep with his periscope a circle about 8 miles in diameter. A ship travelling at 15 knots and cutting across the U-boat's circle of vision is not likely to be in view for more than about a quarter of an hour at most. Even if the U-boat commander does spot her and give chase, she will be travelling nearly two miles to his one, and his prospects of getting into a favourable position for a torpedo attack are far from good.

The U-boat stalks her quarry submerged, with increasingly brief periscope glimpses. The commander, when he first sights the ship, estimates her course and speed. Lowering periscope, he then steers his own craft in the direction and at the requisite speed to get him into a firing position. It may be quite a lengthy process, and the U-boat commander may lose his victim for several reasons. If he has estimated the ship's speed or course wrongly, he may find, when next he rises to periscope depth, that he is badly out of position. And the faster the steamer the greater the error which will result from any miscalculation

In the case of a 15-knotter, the U-boat commander must either be ahead of his victim, or at the most abeam of her, for a successful attack at normal range. Once he has been left any distance behind, it will be almost impossible to get into range again. Since the number of torpedoes a submarine carries is strictly limited, and since they are not highly accurate at extreme range, there is a natural disposition on the part of the enemy to select slow ships for attack, even if they are in convoy.

Theoretically, then, the fast ship has an excellent chance of escaping unscathed, and practice does seem to bear out the theory. The advocates of the fast ship claim that the 15-knotter, sailing alone, would be at least as safe as the 10-knotter in convoy. It is some time since the last general average figure was given for convoy ships lost to U-boats, but there is no reason to believe that it has altered very much since last autumn, when losses were put at ·5 per cent., or one ship in 200. If 15-knot ships could in fact be employed with no greater loss than this, it is undeniable that it would be worth while.

Unfortunately, there are several important items on the other side of the account. A 15-knot ship

"WARM WEATHER" TYPE (such as might have been used on the route to South Africa before the war). With her speed of 15 knots and more she can outpace position the U-boat would be submerged, with only the periscope showing: her speed would therefore be about 10 knots. To use her surface speed of about and thus lay herself open to immediate attack by the armed liner and her escorts—*Drawing by Montague Dawson*

will take several months longer to build than a 10-knotter of the same size—mainly because of the bigger engines and boilers. Remember that the times quoted for shipbuilding in the U.S. are more "assembly" than building times. If one of Mr. Kaiser's yards, for example, were to be put on 15-knotters, there is hardly a single component, among the thousands produced by sub-contractors miles away, that would not need remodelling. It would probably be six months after the change-over before the first 15-knotter was launched. The engines would have to be 7,000 h.p., instead of about 3,000 h.p., and the cost of the ship would be just about double. Roughly speaking, a shipyard could turn out two 10,000-ton, 11-knot ships for every one 15-knotter of the same cargo-carrying size.

Moreover, say the advocates of the slower ship, the actual time saved in crossing the Atlantic would not, in practice, be more than 15-20 per cent. (ships do not crash through Atlantic winter gales at 15 knots, particularly if they carry deck cargo). Either ship would spend just as much time in port being loaded or unloaded. It is also true that, unless shipping-trade conditions after this war are remarkably different from what they were before it, the 11-knotter is about the only ship that can show an operating profit, year in and year out. The trade routes which can stand the extra cost of 15-knot ships are few and far between.

Doubtless more of the fast type would have been ordered from the first, except that in the first desperate days of the war the need was for any sort of ship at once, rather than a better one in six months' time. And since the 11-knotters could be built twice as quickly, they were the type selected.

Much of the "fast-or-slow-ships" controversy, then, like other war debates, is over an issue which was dictated by events long antecedent to the war, beyond the power of anyone to alter at the time, and which can be changed only very slowly now, because of the dimensions of the problem.

Although a loss of one ship in every 200 is gratifyingly low, considered against the prodigious effort the German U-boat fleet is making, it still means the loss of a great deal of valuable cargo. The value of U.S. Lease-Lend aid is now reaching astronomical proportions, and it is unpleasant to think that even one tank or one gun in every 200 despatched by America is being lost.

Many unorthodox suggestions have been put forward to reduce the risk of sinking, or increase the chance of salvage. Every effort is always made to get a ship to port, if she shows any hope of staying afloat. Suppose the ship can be persuaded to stay afloat only for an hour or two, cannot something be done to increase the prospects of salving even a part of her cargo? With the ordinary methods of stowing cargo in the holds, the prospects of removing any very large items from a sinking ship are small. But suppose some of the most urgent priority cargoes were carried in strong, watertight timber-crates on deck?

Then, if the ship were torpedoed, these crates could either be transferred to another member of the convoy, or, at worst, cut loose so that they would float off as the ship sank, and there would at least be a chance of some of them being picked up. The crates could be made too large to pass the hatches of a U-boat (which has practically no room for cargo in any case), and if they were given a good margin of buoyancy the crates would also make extra life-rafts for the crew. No doubt there are certain difficulties in the way, but any device which may help to beat the U-boat is worth trying

HOW THE JAPANESE STRONG-POINTS ON THE NORTHERN STRIP OF NEW GUINEA ARE CONSTRUCTED : A star-shaped machine-gun post at the edge of the jungle, with snipers concealed in the branches of the trees above—a favourite enemy device—*Drawing by W. G. Whitoker*

The Japs in the Buna-Gona triangle of Papua have only been able to survive so long owing to the terrain, which is particularly suited to their defensive technique. The Australians have discovered that, as they approach the sea, the country is flat but heavily timbered, so that the normal technique of mortar observation-posts is inapplicable. One of the Japs' favourite methods has been to construct star-shaped machine-gun posts at the base of an almost impenetrable wall of jungle : these they have reinforced with snipers posted high up in the trees above, so that a frontal approach has become a thing of great danger for the attackers, as the latter have had to face a double fire. Linking up with the redoubt are deep dug-outs within which the enemy troops can remain hidden during heavy bombardments, emerging to defend the strong-point when our soldiers advance to the attack. Extensive use has been made of both hand grenades and rifle grenades : and, of course, the Japs (with their fanatical devotion to the Emperor, and inspired by his implacable orders) fight to the bitter end !

HUNTING DOWN the JAPS in NEW GUINEA

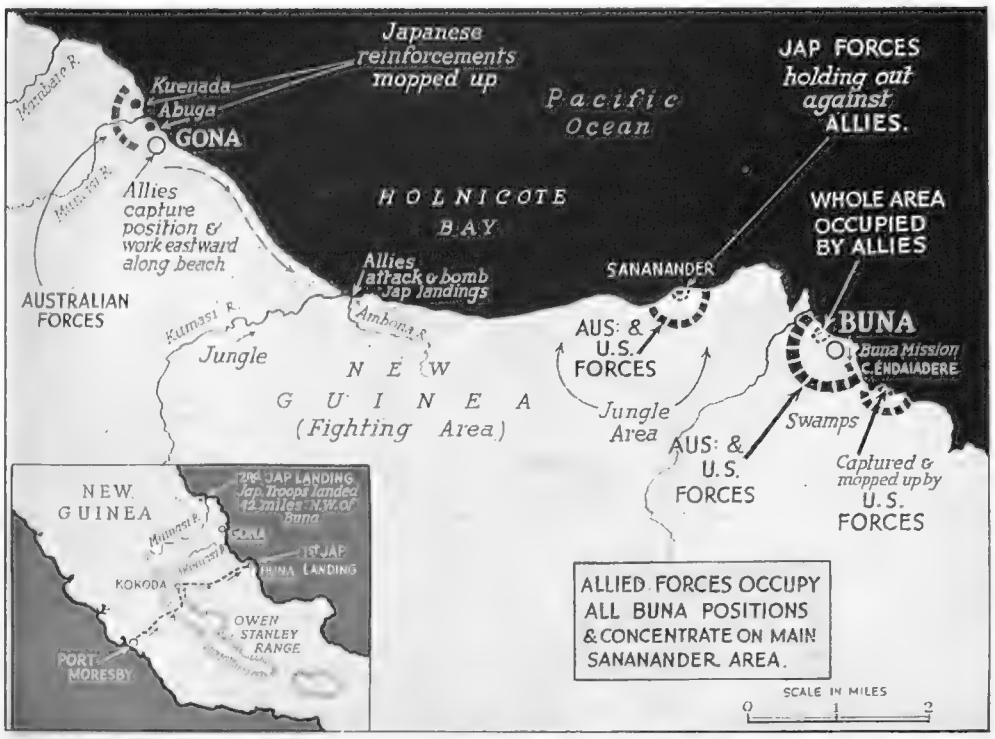
A Task which Australian and American Troops are Now Undertaking in the Face of Appalling Geographical Difficulties

—With Special Sphere Drawings and Map

AN AUSTRALIAN AIRMAN WHO FOUGHT IN THE BATTLE OF BRITAIN now takes part in the air operations against the Japs in New Guinea

SQUADRON-LEADER "BLUEY" TRUSCOTT, D.F.C., and Squadron-Leader L. Jackson, two Australian pilots ; a picture taken after the unsuccessful Japanese attack on Milne Bay, where landings were attempted but completely frustrated. Truscott became well known as a fighter pilot in England during the Battle of Britain and after ; whilst Jackson earned a high reputation while serving in the Middle East. Both are now with the Australian Air Force in Papua

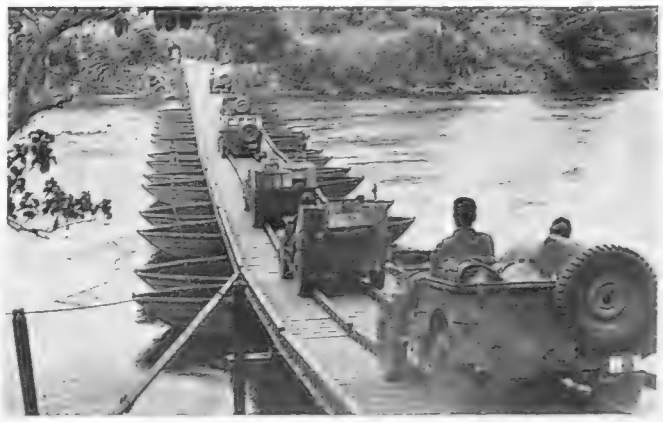
***On right*—American soldiers inspecting a Japanese invasion barge, which the enemy used in their futile attempt to gain possession of Port Moresby. When the attempt was frustrated, this, and other war material, was abandoned by them. Note the manner in which the barge has been camouflaged**



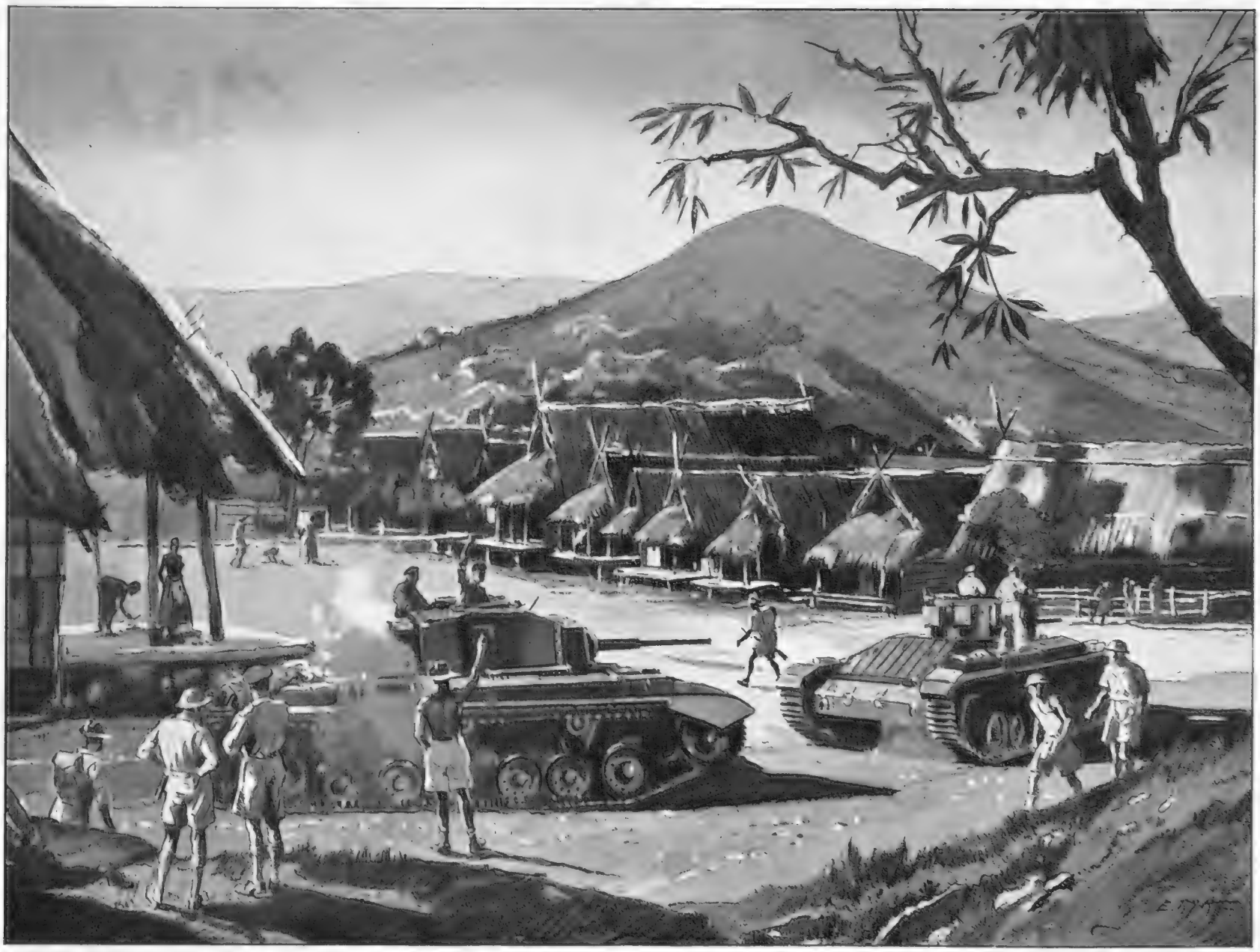
HOW THE ATTACKS ON THE JAP POSITIONS HAVE BEEN CARRIED OUT on the North Papuan coast: showing the fighting area from Buna to Gona and beyond

Originally, the Japs advanced from Buna, where their first landings were made, to within striking distance of Port Moresby (see inset map): but then they were pushed back over the Owen Stanley Range, and finally became entrenched around Buna and Gona. To the north-west of the latter point, another Jap landing was made, to provide reinforcements for the beleaguered troops: but one by one the Australians and Americans closed in, until a few days ago resistance was only effective at Buna and at Sananander, some five miles to the north-west. Many of the Americans were flown in by big air transports to join up with the Australians. When Gona was finally captured, the Japs moved eastwards towards the Mambare River; but they were followed and finally mopped up. The geographical conditions have been such that the Allied forces have had to contend with jungle, swamps, mountain ranges, mists and fevers throughout the operations

American and Australian soldiers co-operate in the construction of a road for light Army cars. It was needed to keep the troops in the front line supplied and reinforced

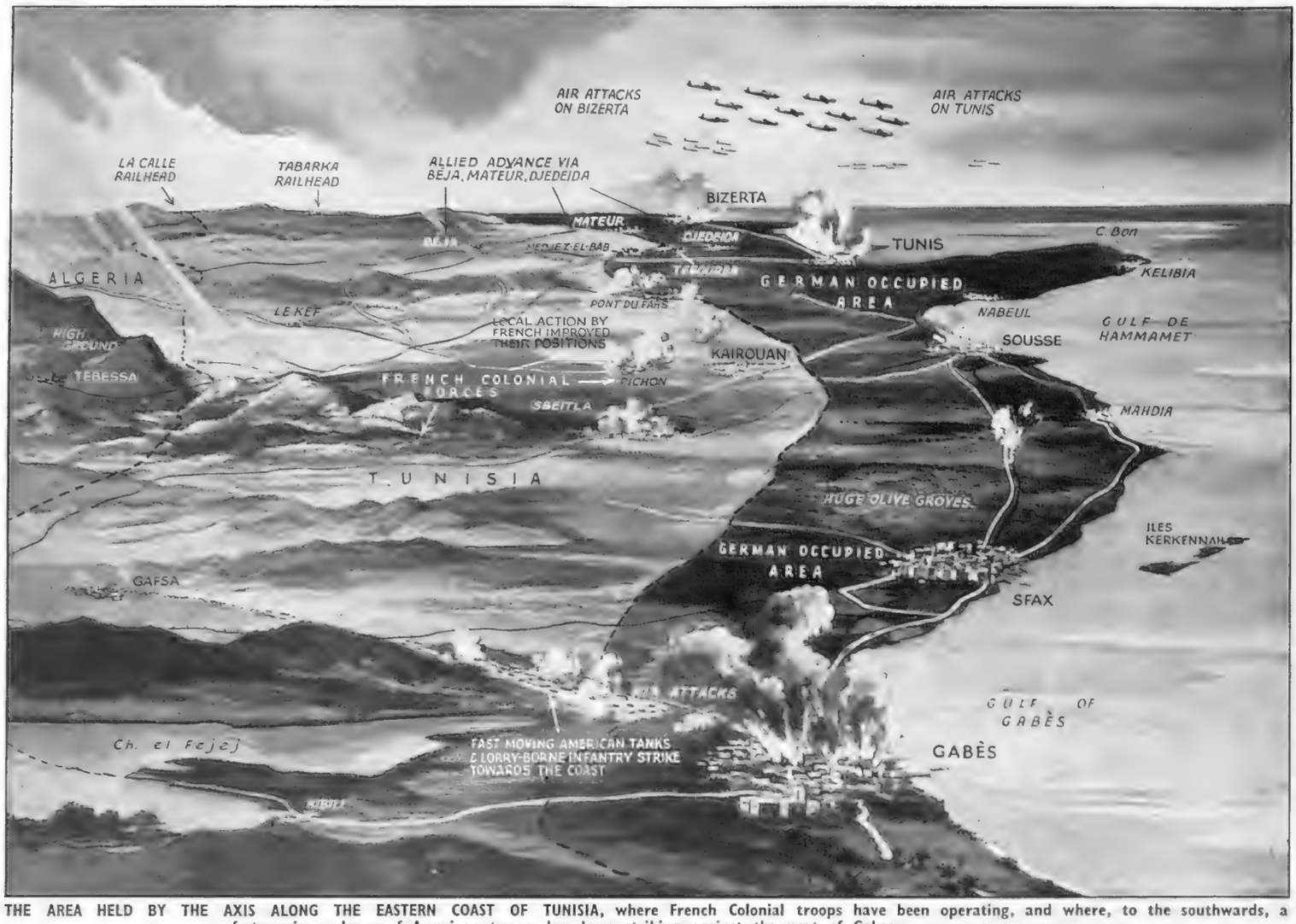


American Jeep cars cross a river in the New Guinea jungle on a pontoon bridge erected by U.S. engineers. The bridge is in sections, and is now part of a definite supply road



A NEWCOMER TO THE PRIMITIVE NATIVE VILLAGES OF NEW GUINEA: The successful use of tanks by the Allies against the Japs, who were taken completely by surprise when these modern vehicles of war made their appearance in Northern Papua—*Drawing by E. Byatt*

At the beginning of the month it was made known that tanks were being used by the Australians and Americans against the Japanese defending the two main surviving positions on the northern shore of Papua—at Buna and at Sananander. The tanks were used with particular success against the strong Jap. positions at the former place. The enemy are reported to have been caught completely by surprise, as they did not think tanks could be brought up against them, and they had no anti-tank guns with which to make effective reply. The only weapons they could use against the tanks were, in fact, flame-throwers. In the drawing above tanks are shown advancing through a Papuan village on the way up to the fighting area. It was later announced that 13-ton General Stewart tanks had been employed against the Jap positions at Cape Endaiadere, to the south-east of Buna



THE AREA HELD BY THE AXIS ALONG THE EASTERN COAST OF TUNISIA, where French Colonial troops have been operating, and where, to the southwards, a fast-moving column of American troops has been striking against the port of Gabes—*Drawing by E. G. Lambert*

The French Colonial troops who were in occupation of Central Tunisia soon began to develop operations against the Axis after the adherence of French North Africa to the Allied cause. The chief area of their activity was based on the central foothills of the Atlas range; and the points of contact with the enemy stretched from Pont du Fahs, in the north, to west of Sfax and Gabes, on the south. Pont du Fahs lies on the railway from Tunis to Tebessa: and here the German forces were successfully held. Farther south at Pichon, the French forces improved their positions during some local actions. The Colonial forces were apparently equipped with only a very small proportion of up-to-date armament, the rest being unsuited to modern conditions. In the extreme north, they held positions just to the west of Medjez-el-Bab; to the south, according to Morocco radio, a sudden burst of activity brought an American armoured column almost to the gates of Gabes. These local thrusts served to keep the enemy within the area indicated by a dark tone in the above drawing. The object of the Allies has been to hamper the enemy's power of movement

THE CAMPAIGN IN TUNISIA

Where the French Colonial Army is Now Co-operating with the British and American Forces

MEN OF A BRITISH GUARDS BATTALION manning a front-line slit-trench: The hills in the background are held by the Germans. Note the automatic rifles and the general neatness of these crack soldiers even when in action

ATTACK AT DUSK: The Guards going up to the assault against the Germans at Long Stop Hill, which lies about six miles to the north-east of Medjez-el-Bab. It looks very much like an exercise over the heather-clad hill-sides of Scotland!

FRENCH COLONIAL CAVALRY AND ARTILLERY CO-OPERATE IN THE FIGHTING AGAINST THE GERMANS IN MID-TUNISIA, where the foothills come down to the plains. The action illustrated in the above drawing took place to the south of Pont du Fahs, on the southern wing of the First Army, where the French beat back violent German counter-attacks against their new positions. In this sector the French Colonial Army has been co-operating both with the British and American forces: their paucity of modern equipment may soon be remedied by Lease-Lend material from the United States—*Drawing by E. Byatt*

When the Allied Armies descended upon Morocco and Algeria on November 8, the French forces in North Africa were presented with a difficult position. They were pledged by oath of obedience to Marshal Pétain, and yet they were growing anxious to assist in the real liberation of France. The fixed defences on the Tripoli frontier—the Mareth Line—had been reduced under Italian supervision, and the armed force had been brought down to 12,000 men.

It was in this almost unarmed condition that "they received the first impact of the Axis regiments in Tunisia, under which they have behaved magnificently. During these first days they did what was most important—they held the enemy." They were not strong enough to repel him, but they retired to the west to remain pockets of continual resistance.

From the time that Darlan, as High Commissioner, gave his orders, and General Giraud became Commander-in-Chief, the French forces in Tunisia have been co-operating with the Allies.

The French garrisons at Sfax, Sousse and Gabes had done their best to obstruct the German landings by scuttling the ships in the harbours, removing the anti-aircraft guns and taking away all the wagons and petrol. They could not resist for long, and were soon driven out of the coast ports, which have since been used for the landing of troops and munitions.

Pushed back to the west, the French have been holding ground round Pont du Fahs; near Pichon and Kairouan; and in the neighbourhood of Sidi Bouzid, to the west of Sfax. With one or two armoured cars and some motor-cycles, they have made raids on the enemy coastal area wherever possible.

In many of these small encounters with the enemy, the French have been working in co-operation with Colonel Raff's U.S. parachute troops, who have been doing excellent work all over the southern part of Tunisia. Many thousands of the Senegalese Colonial troops are also in Tunisia, where they are proving themselves excellent soldiers.

FLOCKING TO JOIN GENERAL GIRAUD: Young Frenchmen in Algeria flock to enlist in the Colonial Army to take up arms against their traditional enemy, the Germans

MORTAR-CARRIERS OF A GUARDS BATTALION AT LONG STOP HILL: Bad weather has been experienced by the First Army during recent operations and mud has hampered large-scale movements in heavy vehicles

A PICTURE WHICH GIVES A VIVID IDEA OF THE MUD in Tunisia during the rainy season. Away from the main roads, the communications are not good, owing to the unmetalled state of the second-class highways

CO-OPERATION BETWEEN THREE NATIONS IN THE TUNISIAN FIGHTING: AMERICAN LORRY-BORNE INFANTRY (ON LEFT), SUPPORTED BY BRITISH TANKS AN force was under the command of an American major: it was launched in attack against Axis posts in

The scene depicted by our artist above was described in the following terms by an American war correspondent in Tunisia. "It was a thrilling sight," he said. "I saw French gunners beside their 75's giving the 'V' sign to the armoured formations as they rumbled past to take positions for the advance, and laughed as the Anglo-American

After the North Africa landings—and, later, after the adherence of French North Africa to the Allied cause—it was not long before British, American and French got together and began to carry out joint operations. Especially was this so in the central Tunisian area which remained under French command, and where a number of French troops were found to be operating against the Axis, despite the skeleton equipment with which they were furnished. In the early days the British were left masters of certain areas, and soon they were reinforced by stronger elements, with American field artillery, anti-aircraft artillery and anti-tank guns. An inland column, operating across the Mejerda Mountains and along the Central Tunisian Railway to Tebourba, was mainly an American venture, though some British and French troops participated. It was this column which fought

On left—**GUNNERS OF THE FIRST ARMY who guarded the approaches to Medjez-el-Bab.** This picture was taken during an action near the Tunisian town of Medjez-el-Bab after its evacuation by the Germans. While Royal Engineers were repairing the bridge and ford, demolished by the retreating enemy, gunners converted their anti-aircraft gun for use as a field-gun to counter the enemy's artillery fire. It had the advantage that, after shelling a target, it could be moved quickly to avoid enemy counter-fire

REN-GUN CARRIERS (IN CENTRE), AND FLANKED BY FRENCH COLONIAL CAVALRY (ON RIGHT), pass a French battery of 75's in position at the side of the road. This Pont du Fahs area, and followed an artillery bombardment which began at dawn—*Drawing by Edward Osmond*

units waved back." This area is under French command, and operations here are steadily increasing. The French troops are receiving high tributes for the results they are obtaining with skeleton equipment. Algerian troops, in particular, have been singled out for their work in this "thickly-wooded wilderness"

a notable engagement at the southern port of Gabes in an attempt to interrupt the stream of German and Italian troops coming up from Tripolitania.

In these days it was the duty of the British, American and French forces, working separately or together as circumstances dictated, to mark time while the weight of their main strength mounted up behind them. It was, however, by no means light work, for the German bombers were active, and formidable little strong-points had been constructed by the defenders, in olive groves and behind rocky eminences and in densely-wooded stretches. The peasantry was helpful to the Allies, but the Germans had had time to construct their usual booby traps and minefields, and to poison wells.

Whenever local conditions permitted, Allied columns would set out to attack and pursue the enemy. One such expedition is portrayed above. Its object was an assault against Axis posts in the Pont du Fahs area. British, American, and French Colonial elements all participated; and they were supported by batteries of the famous 75's, manned by French gunners. When the main Allied assault in North Africa is launched by General Eisenhower it is probable that there will be further instances of this welcome three-Nation unity

THREE CRUSADER TANKS IN TUNISIA GET READY TO MOVE FORWARD. Note the new 6-pounder guns with which these powerful vehicles are now armed

THE KEYNOTE TO THE FIGHTING IN TRIPOLITANIA IS STILL PROVIDED BY THE ONE WORD—COMMUNICATIONS. Supply problems and the speed with which reinforcements in men and materials can reach the fighting front have hitherto proved the deciding factors in the desert warfare. Here the principal roads and distances from Alexandria to Tripoli by way of Jedabia and El Agheila are indicated

TIME versus the EIGHTH ARMY

The Exact Achievement of Montgomery's Forces; and a Comparison with Wavell's Westward Advance

Few generals in the history of warfare have had to conform to so rigid a time schedule as Montgomery with his Eighth Army. From the beginning it was a race against time to train and mass the troops at El Alamein so that the break-through could be achieved in readiness for the simultaneous departure of the French North Africa expedition. After that it was urgently necessary for Rommel to be defeated *in toto*, that Eisenhower could receive all available reinforcement and no more be diverted to Cairo. When the borders of Tripolitania were reached Montgomery had to re-form and advance again with equal celerity, to overtake Rommel (if possible) before he could reach Tripoli and interfere with the Tunisian situation. Indeed, General Montgomery must have lived with map in one hand and calendar in the other. What exactly have been the results of his concentration?

Let us compare the Eighth Army's achievement with that of Wavell's 1940-41 campaign. Wavell left Mersa Matruh on December 9, 1940, and forced Berganzoli to surrender at the Tripolitanian border on February 6, approximately two months later. He had covered roughly 500 miles in that time. Montgomery, however, opening fire at El Alamein on October 23, reached the confines of Tripolitania on November 23, not in force, but in such command of the situation that Cyrenaica could be described as cleared. Thus the Eighth Army had not only halved the time taken by Wavell's force, but had covered in that single month 600 miles instead of Wavell's 500—the extra 100 being the stretch from El Alamein to Mersa Matruh.

The achievement will always be famous, and reflects tremendous credit both on Montgomery for his leadership and on the men for their enthusiasm and endurance. They did not begin their dash in a fresh condition. The first week was a shattering battle. Thereafter rain and Rommel's mines did their best to brake the progress, over roads that were often little better than sandy tracks, of a huge, clumsy organisation that had to carry all its stores and living facilities with it.

But the Wavell campaign should not necessarily suffer in comparison. Wavell had only two divisions with a few tanks and inadequate

A TROGLODYTE VILLAGE IN SOUTHERN TUNISIA: In the neighbourhood of the famous Mareth Line there are a number of these queer places *(see notes beneath the drawing below)*

THIS IS THE FIRST VISUAL IMPRESSION OF THE FAMOUS MARETH LINE, built by the French against possible Italian attack, and now, in all probability, to be used by Rommel. The Line lies between the Mediterranean south of Gabes and the hilly ridge which runs north and south behind the coast—*Drawing by Percy Home*

As the Coastal Plain from Tripoli turns northwards after it enters the Tunisian border, it narrows up as it approaches the famous Mareth Line. This stretch of static fortification was originally built by the French as a protection against the Italians. Some part of it is supposed to have been dismantled by Italian engineers after the surrender of the French Army in June 1940; but it would be difficult to remove deep entrenchments! There were also thousands of steel stakes embedded in the rock surface which would have been very troublesome to remove.

The Line extends from the sea to the hill ridge running north and south at this point. The only way for a modern mechanised force to attack it would be along the main road; its geographical position would "compress" the form of the attack; flanking movements would have to be attempted over fairly high rocky hills.

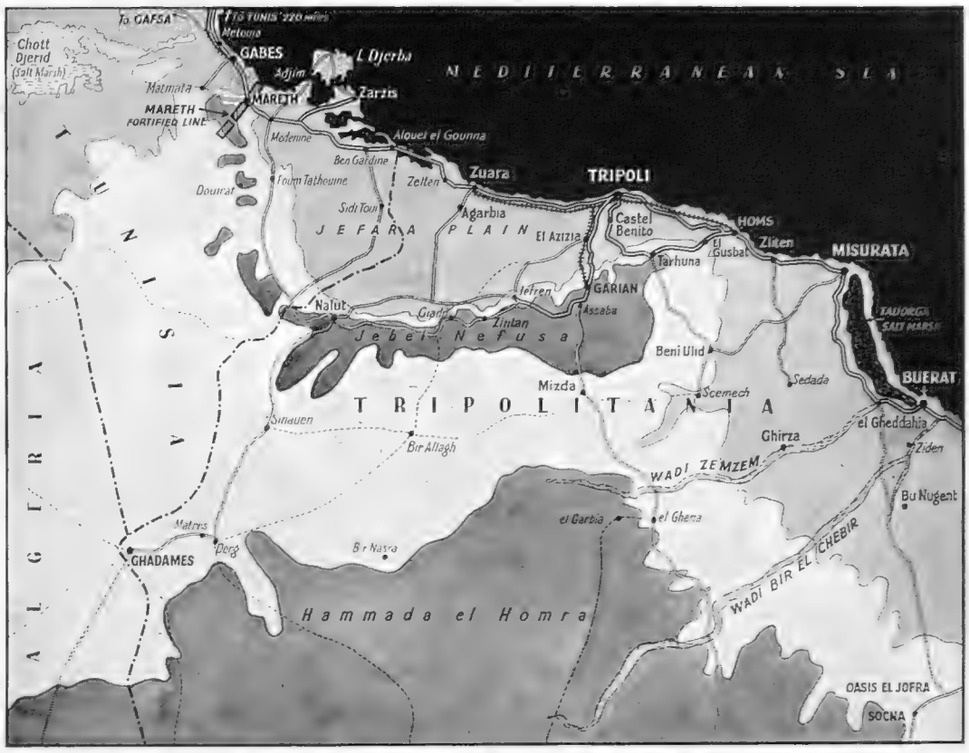
The district is a very interesting one, as, on the line of approach to the Mareth Line, and immediately beyond, lie the Troglodyte villages—strange towns and villages where the inhabitants live in queer buildings, partly above ground, and sometimes wholly underground. In these villages the houses are built one above another (sometimes as many as five)—a succession of vaults without doors or windows. In some cases there is an outside staircase, but generally the occupiers of the upper floors have to climb from vault to vault by the aid of projecting stones

ONE OF MUSSOLINI'S GREAT ACHIEVEMENTS : The coastal road between Misurata and Tripoli—a metalled section of the great "Balbo Road" as it nears Zliten

air support against an Italian army of roughly eight times the size, well supported with armour and aircraft. He had to pioneer the Cyrenaican terrain, and reduce successively a number of strongly-defended fortresses, each of which had been built to withstand a long siege. The Eighth Army was at least as strong, if not much stronger, than its adversary, had complete air superiority, and, once through the El Alamein positions, had no further stumbling-blocks in its path.

There is little point in discussing General Auchinleck's offensive of 1941-42, as this was later revealed to have been abortive (in that Rommel retreated safely with his main armour, and was soon able to stage a devastating come-back). But Auchinleck took approximately the same time as Wavell, leaving Egypt on November 18 and arriving at the Tripolitanian frontier on January 14. Moreover, he started from near Sollum instead of Mersa Matruh, and so had about 140 fewer miles to travel than Wavell.

We have, of course, no bases of comparison by which Montgomery's present drive into Tripolitania can be assessed. This much, however, we can observe. Whereas Wavell, exhausted and deprived of his forces for Greece, could not move on the Tripolitanian border for over six weeks—Rommel attacked him at El Agheila on March 23, 1941—Montgomery had re-formed and was pressing on by December 13, 1942; that is, three weeks after the conclusion of his initial dash. There could be no more conclusive testimony to the completeness of the Eighth Army's victory, than that it was able to continue the large-scale offensive so soon.



WHERE THE MARETH LINE HAS BEEN LOCATED : The great Jefara Plain, which stretches from Tripoli, here narrows down to an apex just south of Gabes; to the west is a line of rugged hills, and beyond these is the desert. The line thus effectively blocks the narrow way to the northward

The speed of the subsequent advance into Tripolitania was at once in the Montgomery tradition again. By December 17 the Army was near Nofilia, about 100 miles of the advanced element's starting-point: by December 22 the vanguard was nearing Sirte, about 160 miles beyond El Agheila—and in the meantime a portion of the Army had executed, by detour, that enveloping movement which nearly caught Rommel at Wadi Matratin. When last plotted for the purposes of this survey the Eighth Army was steadily maintaining the 20 miles a day which had been its approximate speed since El Alamein. At that rate, if continued, it should reach Tripoli very soon! D. C.

TWO-WAY AIR ATTACKS ON ROMMEL'S FORCES AS THEY RETREAT DEEPER INTO TRIPOLITANIA : Lockheed Lightnings from North African bases co-operate with aircraft from the Middle East in bombing German columns to the west of the town of Tripoli—*Drawing by E. G. Lambert*

So far as the air is concerned, the two pincer-arms are already meeting over Rommel's Afrika Korps, now struggling westwards towards the Tunisian border. British and American aircraft are co-operating from both east and west in attacks made from North African and Middle East bases. Lockheed Lightnings have been reported as operating nearly 400 miles from their Tunisian bases when they attacked Rommel's columns at Zaura, some 30 miles west of Tripoli; at the same time, aircraft from the east have been pounding away at Homs and Tripoli, and in between these two places—so that the going for the transport columns cannot be too easy! The picture above visualises the scene at a wadi near Homs: the main road is crowded with fleeing vehicles, so that some are forced to risk the ford. The plight of the trapped column confronted by two forces attacking from the air at the same moment can well be imagined!

THE CHANNEL WHICH CUTS THE MEDITERRANEAN INTO HALF: From Sicily to the North African mainland, the Sicilian Channel is only 100 miles wide; traffic from west to east *must* traverse this one route. Hence the importance of Tunisia, and of Pantellaria and Lampedusa Islands to the Axis. It is for the supremacy of the Sicilian Channel, and for the freedom of the whole Mediterranean, that the present campaign in North Africa is being waged

THE SICILIAN CHANNEL

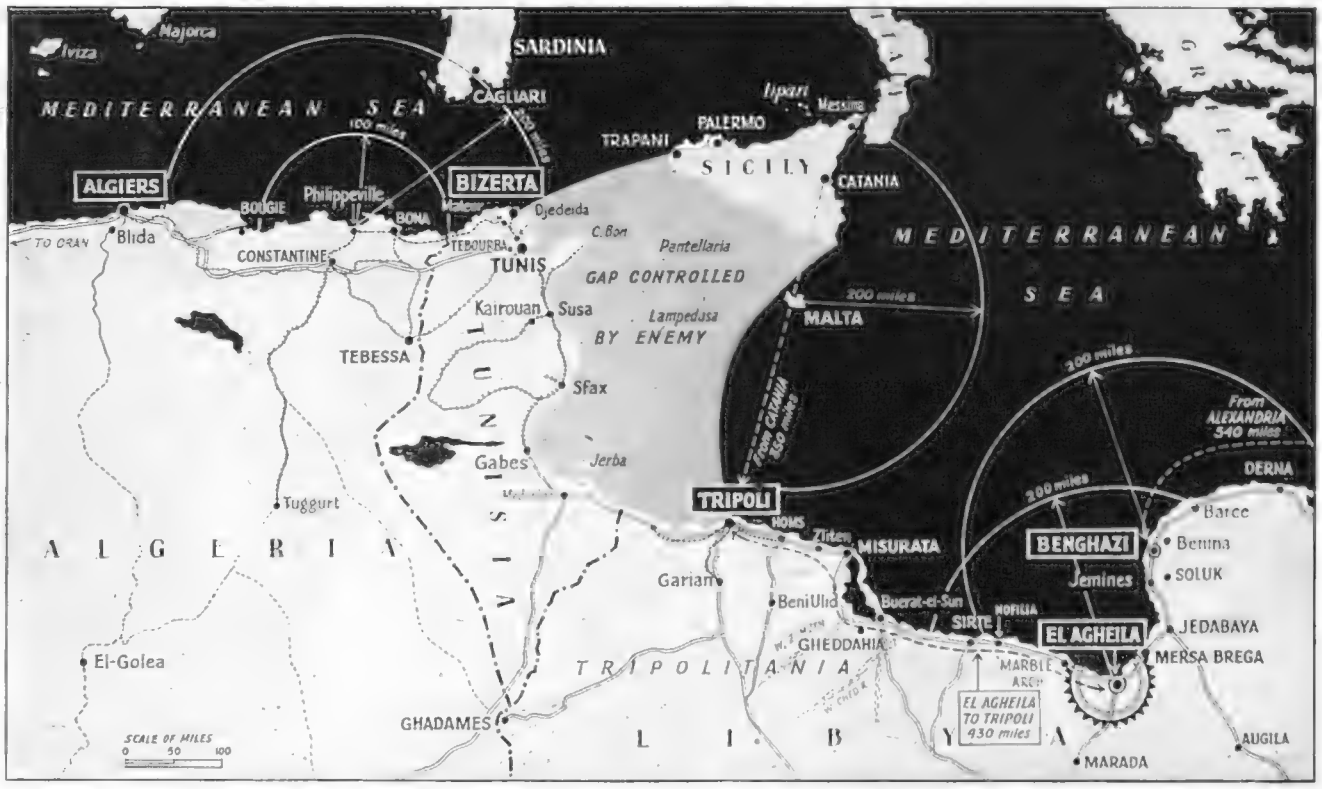
What It Is; and What It Means to Britain in North Africa

—With Special Sphere Maps and Drawings

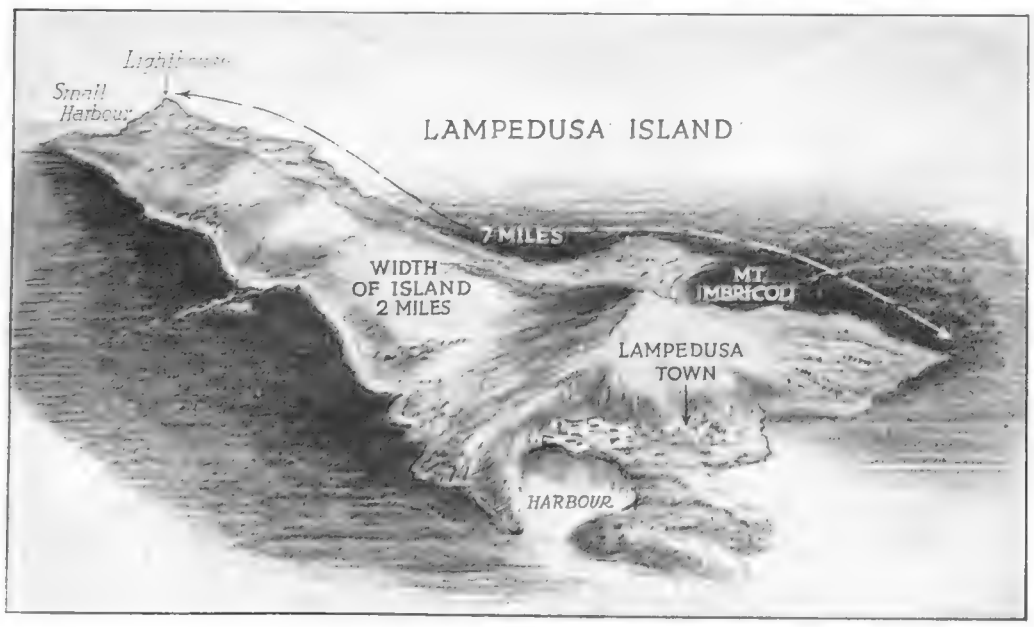
When Mr. Churchill broadcast on the eve of his sixty-eighth birthday (in November last) he paid special attention to the present state of affairs in the Mediterranean—and in particular to the position of Italy *vis à vis* the Allies. The Prime Minister said: "Anyone can see the importance to us of reopening the Mediterranean to military traffic and saving the long voyage round the Cape. Perhaps by this short cut and the economy of shipping resulting from it, we may strike as heavy a blow at the U-boats as has happened in the whole war. But there is another advantage to be gained by the mastery of the North African shore. We open the air battle upon a new front. In order to shorten the struggle it is our duty to engage the enemy in the air continuously on the largest scale and at the highest intensity. . . . Our operations in French North Africa should enable us to bring the weight of the war home to the Italian Fascist State in a manner not hitherto dreamed of by its guilty leaders. . . . Already the centres of war industry in Northern Italy are being subjected to harder treatment than any of our cities experienced in the winter of 1940. But if the enemy should in due course be blasted from the Tunisian tip—which is our aim—the whole of the south of Italy, all the naval bases, all the munition establishments and other military objectives wherever situated, will be brought under prolonged scientific and shattering air attack."

The key to all that the Prime Minister outlined is the Sicilian Channel. Once the "Tunisian tip" can be secured, this Channel will be opened to our ships—and to our aircraft operating from North Africa, from Malta and elsewhere.

From Sicily to Tripoli, and from Sicily to Bizerta and Tunis, is the big gap controlled by the *Luftwaffe*. All shipping bound for Malta from the west must pass through this gap—the Sicilian Channel, or "Bomb Alley," as the merchantmen call it. There is no way of avoiding this dangerous area, no way round—except by the Cape, many, many thousands of miles round. So long as this Channel is dominated by the Axis, so long is the Mediterranean cut in two. But with the conquest of Tunisia, it would be a totally different story. Because, then, fighter aircraft based at Bizerta, Tunis, Sousse, Sfax and elsewhere, could chase out of the skies the bombers who now plague our Malta convoys: they could even set about the complete destruction of the enemy's bases and airfields in Sicily—whilst our big bombers could press on towards the "prolonged and shattering air attack" of the Italian mainland foreshadowed by the Prime Minister in his birthday broadcast. The islands of Lampedusa and Pantellaria are important links in the Axis control of the Sicilian Channel. The latter has been discussed in earlier issues of this journal: a drawing of the former is now given below, together with a description of some of its characteristics.

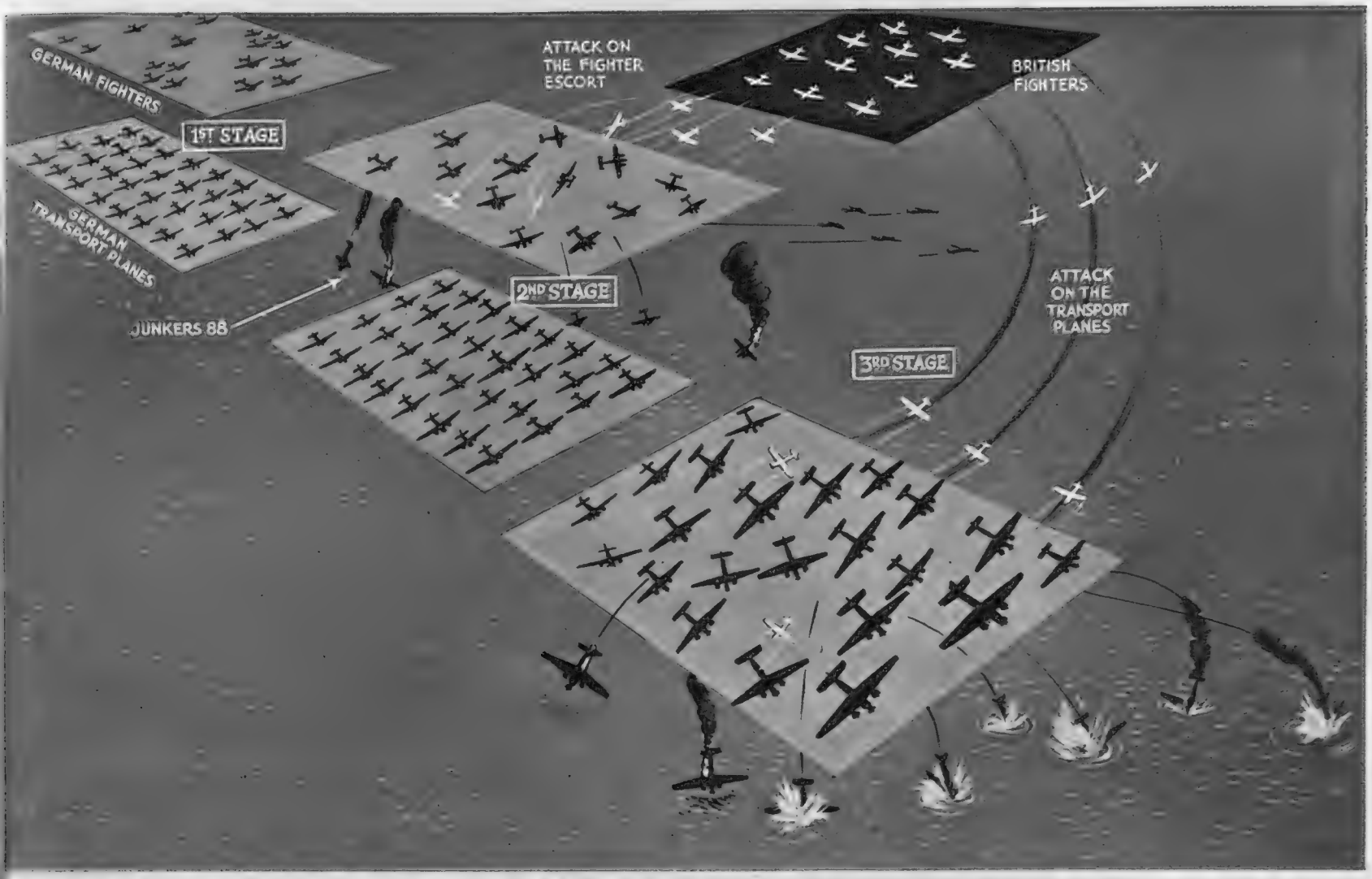


THE MEDITERRANEAN PROBLEM AT THE PRESENT MOMENT: Although the Mediterranean situation has been largely eased by the acquisition of aerodromes to east and west, there still remains the Sicilian Channel. Here the Germans and Italians have the advantage of well-found aerodromes on both sides



On left—**THE ITALIAN ISLAND OF LAMPEDUSA, a key-point in the defence of the Sicilian Channel**—*Drawing by Percy Home*

Lampedusa Island is only seven miles long by two miles wide: so insignificant is it that, before the war, it appeared hardly worth bothering about (like Pantellaria, which lies to the north). But, to-day, if an aerodrome can be squeezed on to an island and given adequate A.-A. protection, it at once becomes of considerable tactical value, in spite of its lack of size. So it is with Lampedusa. The island lies 150 miles south of Sicily and 80 miles east of Tunis. Governmentally, it is part of the Sicilian province of Licata. There are some 15 miles of coastline, with a small harbour at its north-easterly tip and a larger one in front of the townlet of Lampedusa itself. The interior is rocky, the highest point being Mount Imbriacoli, to the east of the island. Fruit and grain are cultivated on the flatter portions; and on one of the latter the Italian Air Force has constructed an aerodrome large enough to prove a useful base for operations in this vital part of the Mediterranean. Lampedusa was at one time used as a convict station! Some miles to the northwards is a still smaller island speck named Linosa, which can only be found on very detailed maps



A TYPICAL AIR BATTLE OVER THE SICILIAN CHANNEL: How the R.A.F. attacked an enemy air convoy and scored a thirteen-to-one victory. The battle is shown in its three stages: first the enemy fighter escort was attacked, and then the big transport planes were tackled—*Drawing by Roland Davies*

The drawing reproduced above gives a diagrammatic exposition of a recent air battle over the Sicilian Channel, typical of what happens on such an occasion. It was an occasion when R.A.F. fighters delivered a smashing blow against Axis troop-carriers flying between Sicily and Tunis in a great air battle off Lampedusa Island. The score at its conclusion was thirteen to one in favour of the Allies. The R.A.F. tally of victims was eight Ju. 52 troop transports, four escorting Messerschmitts and a Ju. 88. The British fighters, cruising around on offensive patrol, were actually returning home in bad weather when the leading aircraft spotted one of Rommel's air convoys northward bound from Tunisia. There were thirty-two giant planes, not counting the strong escort of Messerschmitts and Ju. 88's. The Ju. 52's, obviously hoping to escape the notice of our patrols, were flying not more than 100 ft. above sea-level, and their top cover was only 500 ft. above when our fighters tore into them. Four Messerschmitts immediately became balls of fire. Three dived into the sea and the fourth flew on slowly, looking like a parachute flare. After a bit, he hovered, turned over slowly, and went into the sea. A Ju. 88 flying with the Messerschmitts was also shot down. "Now let 's go for the big stuff!" the fighter pilots were heard shouting over the radio as they dived on the troop-carriers and knocked two of them down right away. As the fighters swept round the tightly packed enemy formation, six more troop-carriers were hit. Four of them went straight into the sea and two more limped away towards Lampedusa Island. They had nearly reached it when British pilots, watching from a distance, saw both burst into flames. Only one of the R.A.F. machines, caught in a heavy cross-fire, was put out of action

AT THE END OF THE SICILIAN CHANNEL is the island of Malta, where air raids are no longer able to scare the brave islanders

FLARES DROPPED BY THE ENEMY illuminate Florian's Cathedral at Malta, where over 3,000 air raids have now been experienced

WHAT THE SUCCESSFUL NEGOTIATION OF THE SICILIAN CHANNEL MEANS TO MALTA: When a convoy puts in to the George Cross Island, the dock workers labour all through the night at emptying its cargo, scorning to subdue their arc-lights, despite the danger of air attacks

DEVELOPMENTS in the AIR WAR

In New U.S. Aircraft and in New British Bombs

On right—The following are the aircraft included in the drawing by Mr. Roland Davies :

1. Focke-Wulf F.W. 190H.—This has proved to be Germany's best single-motor fighter ; but in action it has been outclassed by our own Spitfire. It should, therefore, not prove very formidable against our newest and improved Spitfire ! The Focke-Wulf is a low-wing monoplane, powered by an air-cooled B.M.W. power unit ; this is a 14-cylinder, two-row radial with fully-enclosed cowling and with fan-assisted cooling. The machine is something new in German practice. Its armament consists of four large-bore machine-guns in the wing roots. The F.-W. can carry bombs, and it has made many tip-and-run raids on this country.

2. Messerschmitt Me. 109F.1.—Although superior to the Me. 109F., from which it was developed, the Me. 109F.1. is inferior to both the Hurricane and Spitfire. Its armament consists of one fixed Mauser cannon firing through the airscrew boss (ammunition for only thirteen seconds' firing for this gun can be carried) and two fixed machine-guns. There is provision for a 110-lb. bomb to be slung beneath the fuselage for tip-and-run raids.

3. Heinkel H.E. 113.—Owing to their lack of success, production of this type has been very limited. Some were sold to Russia in 1940. A few of these machines were operating with the *Luftwaffe* in 1942, however, in spite of their maintenance troubles. The armament consists of one fixed cannon and two fixed machine-guns.

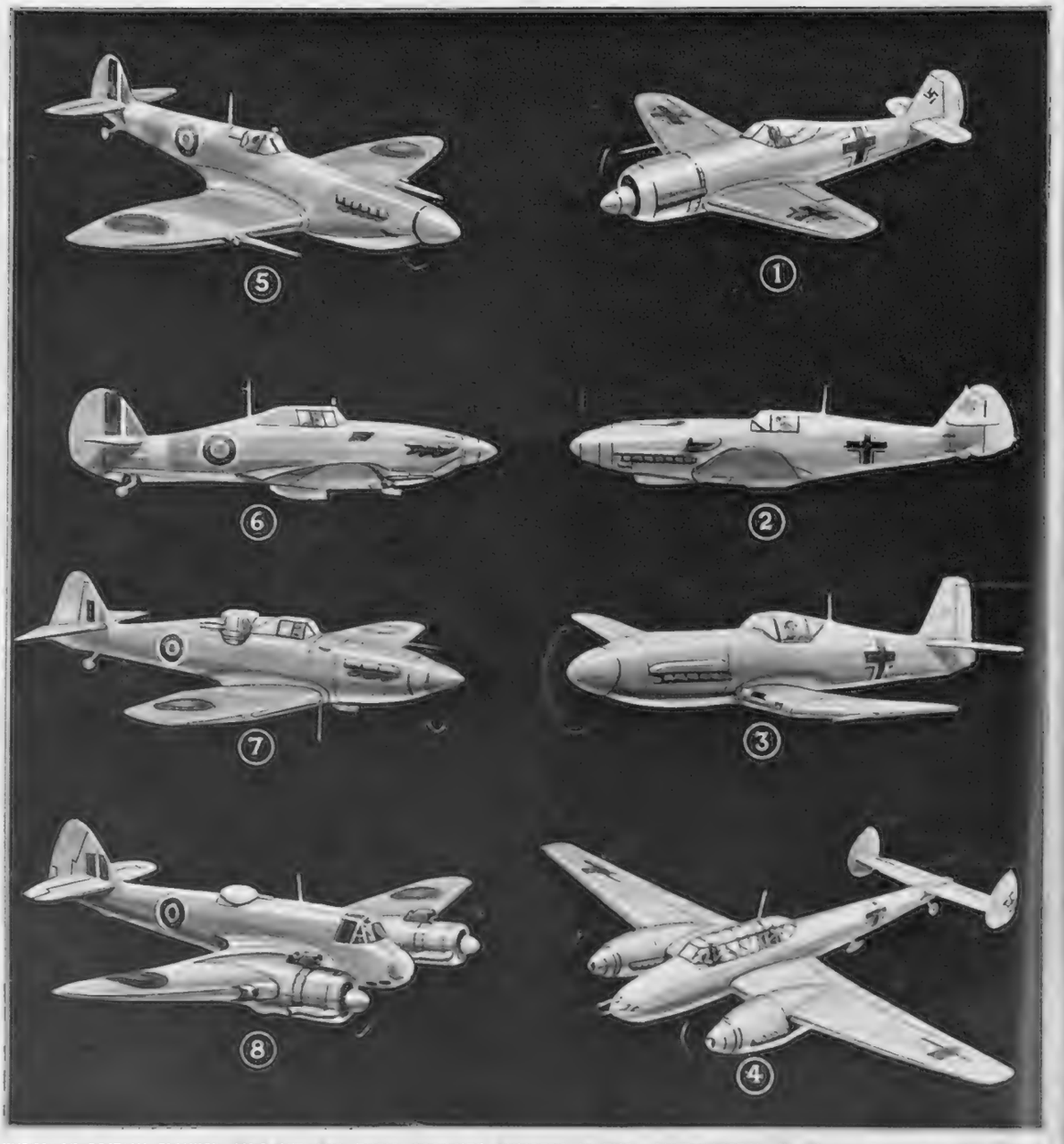
4. Messerschmitt Me. 110.—These planes first flew in 1938, and have been widely used on all fronts. They are long-range, two-motor, fighters and carry a crew of two. They can carry two bombs of 550 lb. The armament consists of two fixed cannon, four fixed machine-guns and one movable machine-gun. A new version of the Me. 110 is now in service : this has a shorter nose and single fin and rudder. Top speed is stated to be somewhere in the region of 385 m.p.h.

5. Spitfire.—The prototype of the present Spitfire first flew in 1936, and had a maximum speed of 342 m.p.h. The first production model, however, did 362 m.p.h., and the maximum speed has steadily risen since then. The latest type has such a powerful motor that the nose has had to be lengthened and a four-blade airscrew fitted. Its maximum speed is still secret. Armament of the Spitfire V.B. is two fixed cannon and four fixed machine-guns in the wings.

6. Hawker Hurricane.—This is a most versatile fighter, and it is now flying in many different forms. The IIC has a top speed of 334 m.p.h., and is armed with four cannon in the wings, with a weight of fire of 600 lb. of explosive shell per minute. Some Hurricanes have been adapted to carry bombs.

7. Boulton-Paul Defiant.—A single-motor, two-seat fighter which has been fitted with the famous Boulton-Paul gun turret : it is now used chiefly for night fighting. The Defiant first flew in 1938. It is powered with a Rolls-Royce Merlin XX motor of 1,260 h.p.

8. Bristol Beaufighter.—This is a powerful two-motor, long-range fighter equipped with two 1,400 h.p. Bristol Hercules III two-row radial motors. Its top speed is 330 m.p.h. it has a cruising range of 1,500 miles. Fully loaded, it weighs nearly ten tons. The Beaufighter carries a crew of two—pilot and radio gun-loader. The armament consists of four fixed cannon and six fixed machine-guns, making it one of the deadliest fighters in the world. The weight of fire per minute is greater than that of any other contemporary aircraft.



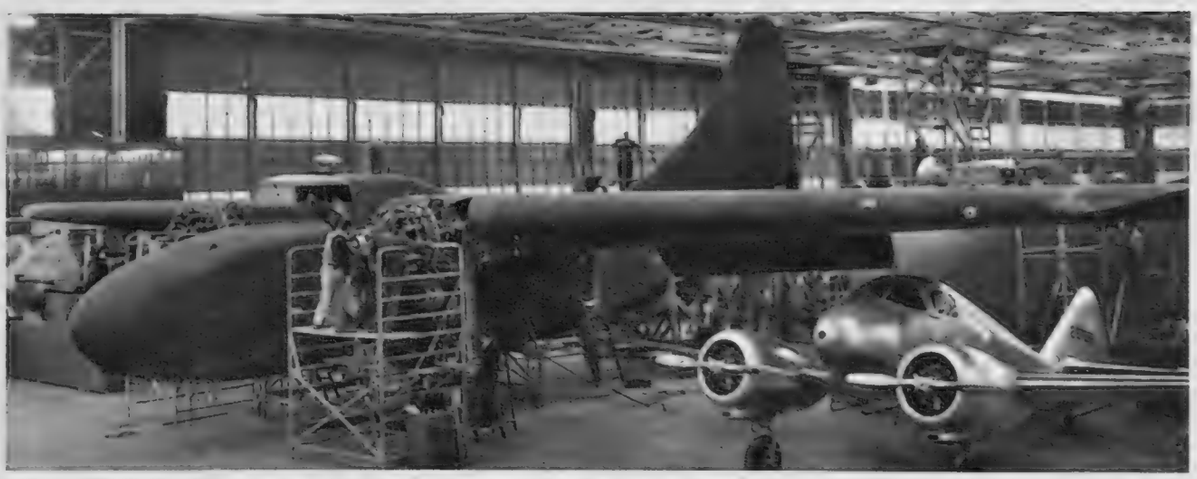
TYPES OF BRITISH FIGHTER AIRCRAFT AND THEIR OPPOSITE NUMBERS IN THE "LUFTWAFFE." The German types are those which are attacking the south and south-west shores of Britain at the present time in the series of tip-and-run raids on small domestic targets. The British types are amongst those employed in defence—*Drawing by Roland Davies*

THE FIRST PICTURE TO BE RELEASED BY THE AIR MINISTRY OF THE PARACHUTE BOMB which the R.A.F. have been using for some time with deadly effect during their raids on Germany. From the above, this huge missile would appear to be some 8 or 9 ft. in length : there is an outer casing to which the parachute itself is fixed at one end, and inside which is the bomb proper. The aircraft in the background is a Hampden, which can stow the monster within its capacious bomb-rack beneath the fuselage. The devastating effect of this heavy load of high explosives can well be imagined !

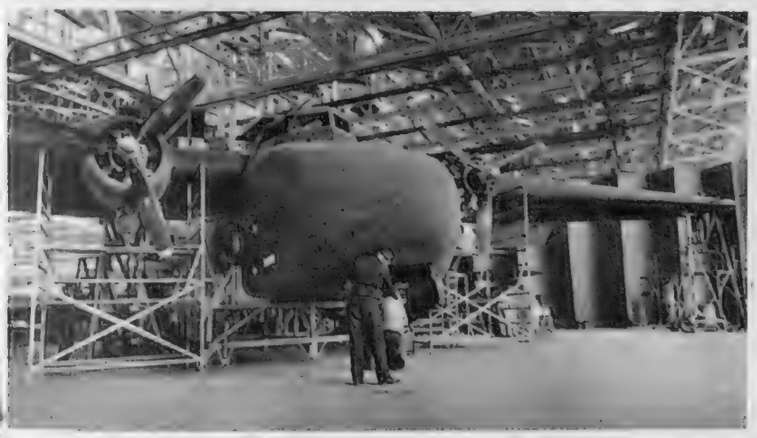
FLYING THROUGH THE ALPS AT LOW ALTITUDE TO SAVE HIS WOUNDED TAIL GUNNER: An incident during a bombing raid on Italy, when the pilot sought a way through the Alpine defiles in order to keep to a height of 11,000 ft. instead of the usual 17,000 ft.—*Drawing by W. G. Whitaker*

On a recent raid on Italy one of the big four-engined Lancasters taking part was piloted by a Flight Lieutenant who had formerly been a R.C.A.F. instructor. His tail gunner, a South American, had been wounded by *flak* and was consequently unable to use his oxygen mask. The pilot therefore threaded his big aircraft *through* the Alps instead of above them in an effort to save the wounded man. Instead of rising to 17,000 ft., the usual altitude, the Lancaster scraped through the Alpine valleys: the pilot found a route which avoided a climb above 11,000 ft. and then made for England. Although he survived the trip, owing to the skill of the pilot, the air gunner died of his wounds the following day

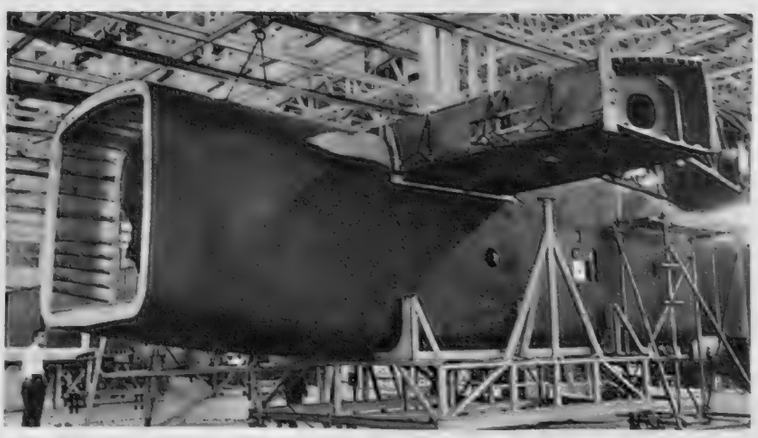
The three pictures reproduced here of the new Curtiss C76 (or "Caravan," as it has been called) show a new idea in aircraft manufacture in the United States. The giant aeroplane is a twin-motored "air freighter" which has just reached the test-flight stage: its novelty lies in the fact that it is the first air transport of size to be constructed mainly of wood. The "Caravan" has a wing span of 108 ft.: its power is derived from two motors each of 1,200 horse-power. Since space is of the utmost importance, the new aircraft has a blunt nose with a wide and deep fuselage very like a railway box-car. Some idea of its immense proportions can be gained from the picture on the right: the aircraft sheltering under the wing of the "freighter," and completely dwarfed by it, is a Curtiss A.T.9, a twin-motor advanced training plane. The C76 is being built in a big aircraft factory at Missouri which is to be devoted solely to the manufacture of this type



THE FIRST BIG CARGO PLANE IN THE UNITED STATES TO BE BUILT OF WOOD: The Curtiss C76—or "Caravan"—undergoing construction in a giant aircraft factory in Missouri, which is being devoted solely to the production of these craft



THE HUGE BLUNT NOSE OF THE NEW AERIAL "CARAVAN," which forms one whole section on its own and to which the fuselage is later bolted



THIS BOX-CAR-LIKE STRUCTURE is part of the main fuselage section: The blunt nose seen on the left fits on to the front end of it

THE HOME GUARD MAN THE A.-A. BATTERIES

Throughout the Country the Guns are Now Being Fired by our "Part-Time Soldiers." The Work they are Now Doing in this Respect is Here Described

By CHARLES GRAVES

THE original conception of the Home Guard, or rather, the Local Defence Volunteers, was to report parachute troops and attempt to contain them before the Regular Army came to their assistance. To-day the Home Guard has three roles :—

(1) First and foremost to combat any attempt at airborne or seaborne invasion.
(2) To be a public school for the Regular Army.
(3) To provide anti-aircraft gunners to free Regular troops for overseas service.

The last is evidently the most direct contribution to the war effort that the Home Guard has yet been able to make, and during the past five weeks a notable advance in this direction has been achieved. It was just over a month ago that the training of Home Guards on heavies was begun, and from all accounts, the standard of progress on the heavies is exceedingly satisfactory.

It was in the winter of 1941 that the first two experimental Home Guard anti-aircraft batteries began training. This was before the proper scheme came into being, and pointed the way to the great possibilities that lay ahead. It was not until January 23, 1942 that official authority was given by the War Office for the Home Guard to man anti-aircraft equipments, and the first batteries did not start forming until June 26, when a War Office instruction was issued. This clarified the method of deciding on the priority to be given to the demands for Home Guards for compulsory enrolment in Ack-Ack units where these demands conflicted with those of the Home Forces.

On June 26, then, men enrolled under the voluntary method, and also were directed to anti-aircraft units by the Ministry of Labour. Bristol, Sheffield and York led the way in numbers of volunteers. In Bristol, for example, 1,600 volunteers who had never joined the Home Guard, enrolled within a month. For Bristol had been badly blitzed and the Home Guard infantry units were up to their establishment. Throughout the country, however, the scheme for organising Home Guard anti-aircraft batteries had an especial attraction : as the threat of invasion seemed to recede after Germany invaded Russia, the feeling that they would be defending their own homes and their own factories with their own guns was most agreeable to Home Guards.

On the whole, the Home Guard anti-aircraft gunners are older than those in infantry units, but they are of all ages. Let me take the case of Aberdeenshire. Announcements appeared in the local Press of the projected formation of an Ack-Ack Home Guard battery, and particulars were given of the place and times at which recruits could enrol. No details, naturally, were given of the weapon with which the battery would be equipped, but it was stated that it would be one of the latest type, and that the battery would eventually take its place in the static defences of the locality, manned overnight by Home Guards who would replace the Regulars then doing the job. Much was made of the fact that those enlisting would have a chance of getting their own back on the raiders, under whose visitations Aberdeenshire had suffered on several occasions.

The Aberdeenshire Home Guard battery found itself on a developed battery site fully manned by Regulars. This circumstance had both advantages and disadvantages. The obvious advantage was, of course, that training in gunnery on the site could start at once. As against this, however, there was the disadvantage of the risk of bad feeling between the Regulars and the Home Guard owing to the realisation on the part of the former that they were about to be supplanted by mere "amateurs." It was clear that the situation called for much tact on both sides, and that the speed with which the Home Guard became an efficient unit would depend upon the willingness of the Regulars to co-operate. All turned out for the best, however.

In Aberdeenshire, as elsewhere throughout the country, the recruits undergo a preliminary period which varies between six weeks and two months, during which there are a minimum of two training periods of two or three hours twice a week, supplemented by a Sunday parade. A keen recruit, however, who chose or chooses to parade for instruction every night can be passed out within three weeks. As soon as the unit is operational, the individual Home Guard has to parade only one night in eight, and attend one Sunday morning parade in the month ; though he can also attend voluntary parades every week-end. When operational, the anti-aircraft Home Guard gunner arrives at the site in the evening, eats a full soldier's dinner cooked by the A.T.S., carries out a manning parade, followed by certain infantry training such as a lecture on gas, and then, if there is no alert, retires to bed. He then gets up in the morning, has a full soldier's breakfast, and goes home.

Preliminary training takes place in drill halls during the winter or inclement weather, and consists of loading, laying, firing and plotting. Where civil transport is not available, the Military authority is responsible for conveying men to and from the place where their attendance is required.

One of the difficulties of Battery Commanders is to prevent men who are not on duty from cluttering up the site when raiders are signalled. There are also practice camps where men fire live ammunition over the week-ends. The numbers of these camps are to be expanded. Since June 1942 several thousand Home Guard anti-aircraft gunners have been enrolled per month ; and over half those enrolled before December 1 are now operational. The Tyne and Tees Home Guard Ack-Ack batteries have seen a good deal of action, and it was one of these which had the honour of being officially cited as the first to have brought down a night raider.

To revert to the new scheme of training Home Guards on heavies : the training period is lengthier ; but it is estimated that if a volunteer attends four training periods a week apart from voluntary parades at the week-end, he will be operational within two months. All Home Guards now training on the heavy batteries, however, have been transferred from the infantry and, where possible, are selected from the ranks of ex-gunners—although knowledge of gunnery is by no means essential. When one of the Greater London Home Guard Ack-Ack batteries was formed, the Battery Commander held a recruiting meeting in Hyde Park, the chief speaker being Mr. George Hicks, M.P. The address of the temporary headquarters was published in the newspapers, but enlistment was slow. Compulsory enrolment in the Home Guard was started, and though some of the directed men were somewhat awkward at first, they have since become good Home Guards, directed men and volunteers blending excellently.

All officers of this battery were selected from the ranks after active competition. Each has served a period as a gunner and then as an N.C.O. before entering a potential officers' class and being gazetted as Second Lieutenants. The selection has been entirely on merit, and they include a V.C., a C.B., and two M.C.s. A welfare officer has been appointed and deals with the men's comforts, both regimental and social.

The unit is under the C.-in-C. Anti-Aircraft Command for operations and training, and the liaison is perfect. The officers and N.C.O.s enjoy the membership of their respective messes, and the Home Guard take over their regular manning parades.

The work of the Home Guard Ack-Ack gunner is strenuous, but any healthy, intelligent, keen type can become an efficient gunner with training. As a matter of fact, high praise has been meted out to this unit by high A.-A. authority—"they are just as good as the Regulars."

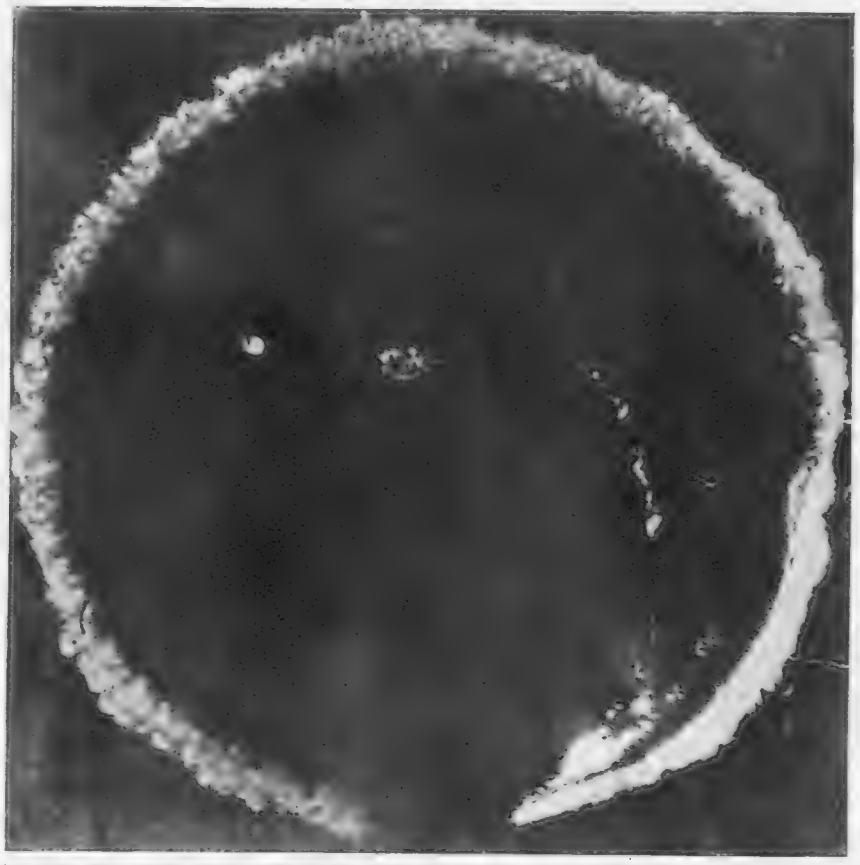
THE ANTI-AIRCRAFT GIRLS OF LONDON : Private Keen of Barnsley works on a predictor ; standing behind is Lance-Corporal G. McCormick, of Leeds (who was a machinist before the war). Many improvements have been introduced to London's anti-aircraft defence during recent months, which are the result of much experimenting with new effects by expert scientists. The A.T.S. girls on the gun sites have proved themselves to be 100 per cent. capable ; and more are wanted to undertake this particular job. After months of arduous drill, all waste of time has been eliminated, and every operation is now carried out with maximum speed

THE "DOUBLE V.C. SUBMARINE" RETURNS AFTER HER EVENTFUL VOYAGE: Some of the crew of the vessel with their Jolly Roger flag after arrival at a British base

The RETURN of the "THRASHER"

PETTY OFFICER T. W. GOULD, V.C. (on left), WITH LIEUT. H. S. MACKENZIE, D.S.O., captain of the submarine "Thrasher": *Thrasher* has just returned to port after a war patrol of 40,000 miles, in which she has sunk 40,000 tons of enemy shipping (eleven merchant ships torpedoed and sunk), in addition to four small supply ships and one tug, which she sank by gunfire. She has a record for decorations—two V.C.'s, one D.S.O., six D.S.M.'s, two D.S.C.'s, and thirteen "mentions in despatches." She is the "Lucky 13" submarine—she was commissioned for service on April 13, 1941; sank a 3,500-ton supply ship on April 13, 1942—and on the same day sank a lighter by gunfire; sailed for her double V.C. patrol on Friday, February 13, 1942; and has completed thirteen war patrols. The *Thrasher* includes among her trophies a picture of Hitler taken from an Axis supply ship, which a party from the submarine boarded before sinking her

MINESWEEPING ON THE MEDITERRANEAN WAR ROUTES: In order to make a way for Allied convoys, men aboard the "Little Ships" are doing one of the most important, most dangerous and most uncomfortable of war jobs. This picture shows an unusual sight these days—a warship under sail! The vessel is a Greek caique used for minesweeping in the Mediterranean



A JAPANESE AIRCRAFT-CARRIER IS CHASED AROUND IN CIRCLES: A picture which comes from the Pacific. It shows a big Jap carrier "going round in circles" to avoid bombs from an American aircraft. The view was taken by a U.S. Army Flying Fortress which took part in the operation

H.M.S. "SCYLLA" SINKS A GERMAN BLOCKADE-RUNNER ON THE LAST LAP OF THE LATTER'S JOURNEY

The 5,450-ton British cruiser *Scylla* has just reported the sinking of a large German vessel attempting to run our blockade whilst heavily laden with raw materials for Germany. She was spotted in the Atlantic by a Wellington of Coastal Command, which attacked in bad weather without success. Another aircraft—a Sunderland, which was sent to shadow the raider, then guided H.M.S. *Scylla* to her in the Bay of Biscay. There, on the last lap of her long journey, the German fell to the guns of the British cruiser and sank. The picture above shows the blockade-runner on fire and sinking: that on the left shows the *Scylla*'s commander, Captain J. A. P. Macintyre, O.B.E., R.N.

BEHIND THE SCENES WITH THE EIGHTH ARMY IN TRIPOLITANIA AND LIBYA

THE SPEARHEAD PLUNGES INTO ROMMEL'S FLANK AT MATRATIN: *on left*—Some of the ground was broken and rocky: the enemy tried to defend it during this surprise attack, but infantry rushed over it, overwhelming the enemy positions. *On right*—Infantry charge through a smoke-screen

The outflanking movement to Nofilia, led by General Freyberg, V.C., was one of the Eighth Army's brilliant moves during the pursuit of Rommel. Undertaken when the enemy was just leaving his strong positions at Agheila, it plunged into his flank, accelerating his retreat and causing him great loss in armour. The enemy was taken completely by surprise—a fact which speaks for the military value of the action, in which a column comprising thousands of vehicles took part. Most of the travelling was done by night without lights: in the daytime, the vehicles—heavily camouflaged—completely escaped enemy air observation. The two pictures above were taken during the course of the heavy fighting at Matratin itself

HOW URGENT SUPPLIES WERE MAINTAINED FOR THE ADVANCING EIGHTH ARMY by the Desert Transport Squadrons of the R.A.F. Army lorries with supplies to be transported arrive in convoy

THE WING COMMANDER IN CHARGE OF THE SQUADRON (on left) supervising the operation. He is talking to the officer in command of the armoured unit for whom the supplies have been brought

In addition to its great offensive against the enemy in North Africa, the R.A.F. has played an unprecedented part in bringing up supplies for the advancing Eighth Army in Tripolitania. The speed of Rommel's retreat put a strain on General Montgomery's communications; but, under a preconceived plan, R.A.F. transport squadrons brought ammunition, petrol, rations and water up to the forward British units, enabling them to carry on the pursuit across Libya without a break.

THE FIRST BRITISH TROOPS TO ENTER SIRTE, which was occupied on Christmas Day, Friday, December 25, 1942. Immediately, the Eighth Army pressed on to Buerat, 60 miles west of Sirte, where contact was once more made with the enemy

HOW JEDABIA CAME INTO BRITISH POSSESSION. A picture taken during the later stages of General Montgomery's sweeping pursuit of the Axis forces to the borders of Tripolitania. It shows wrecked hangars and administrative buildings on the edge of the airfield at this strong-point on the east coast of the Gulf of Sirte

BENGHAZI NOW A SUPPLY BASE FOR THE EIGHTH ARMY: Two pictures showing damage to the outer wall of the harbour (done before the enemy retreated), being repaired. After its reoccupation by British troops, Benghazi was quickly tackled to make its harbour and town usable as an advanced base for the Eighth Army. Much work is now being put in along the waterfront, and supplies have been arriving at the quaysides in large quantities from Alexandria

THE NAVY TAKES WATER TO THE EIGHTH ARMY: *on left*—The water-boats nearing their destination; *on right*—a gun crew at their action stations on one of the water-boats ready to repel enemy aircraft on their voyage up with water. The conveyance of this precious commodity to the advancing infantry and armoured columns was a triumph of organisation in which the Royal Navy played a part which has now been handsomely acknowledged

THE COMMANDER-IN-CHIEF'S TOUR OF THE MIDDLE EAST: Driving a silver spike to complete the Beirut-Tripoli railway at Dog River. General Alexander recently made an extensive tour through parts of the Middle East, including Palestine, Syria, the Lebanon and Trans-Jordania. He met many high officers and personalities of the Allied Nations: and he officially opened the Beirut-Tripoli railway, piloting the first engine himself, after having driven the last spike into the line. The C.-in-C. also inspected Australian troops in this area. The two pictures reproduced here were taken during the tour

GENERAL ALEXANDER IN THE CAB OF THE ENGINE which he drove as far as Dog River during his Middle East tour

The World of Books—By Vernon Fane

THE PICK OF THIS WEEK'S STORIES

Captain Evelyn Waugh's New Novel; A Best-Seller from America; Rachel Field's Last Work; The English Romantic Movement

I SHOULD like to thank Captain Evelyn Waugh for publishing WORK SUSPENDED (Chapman and Hall. 8s. 6d.). In a dedication to that wise old owl, Alexander Woollcott, the author says:

"This is the book on which I was at work in September 1939. It is now clear to me that even if I were again to have the leisure and will to finish it, the work would be in vain, for the world in which, and for which it was designed, has ceased to exist."

Work Suspended consists of two incidents, each complete in itself.

John Plant made a comfortable living by writing detective stories in the modern manner. When he delivered a manuscript he would receive a cheque substantial enough to pay off his overdraft and income-tax and leave him with a few hundreds, on which, with another overdraft, he could live until his next book was ready. His was a comfortable and comparatively stabilised existence, and, while not exactly on the up-and-up, at least "people bought my books and kept them—not in the spare bedroom but in the library, all seven of them together on a shelf."

His father, who was an unfashionable Victorian painter, dies, leaving him a rambling house in St. John's Wood, which situation is a source of mild speculation to John Plant in more ways than one, and the subject of a certain amount of interference from his friends.

One of these was also a novelist called Roger Simmonds, who married a very well-provided-for girl called Lucy, with whom the hero proceeds to fall in love. "Love" speculates the author, "which has its own life, its hours of sleep and waking, its health and sickness, growth, death and immortality, its ignorance and knowledge, experiment and mastery—how can one relate this hooded stranger to the men and women with whom he keeps pace? It is a problem beyond the proper scope of letters."

This is in the real Waugh manner. In other words, it is very good entertainment, and it is for that I want to thank Captain Waugh. I am told that to seek and enjoy entertainment for entertainment's sake in these days is escapism. Very well, then, I am an escapist, and intend to go on being one as long as I can find books like this one and *Put Out More Flags*, or a good pantomime, or a movie like *Yankee Doodle Dandy*.

America's current best-seller has a title that few people here will understand until they have read the book. Few people in the United States, for that matter, knew the real meaning behind Mr. W. L. White's THEY WERE EXPENDABLE (Hamilton. 6s.) One of the characters (most of this short book is a transcription from real life) explains it himself:

"You don't understand," said the young naval officer, "we were expendable . . . it's like this. Suppose you're a sergeant machine-gunner, and your army is retreating and the enemy advancing. The captain takes you to a machine-gun covering the road. 'You're to stay here and hold this position,' he tells you. 'For how long?' you ask. 'Never mind,' he says. 'Just hold it.' Then you know you're expendable. In a war, anything can be expendable—money or gasoline or equipment or most usually men. They are expending you and that machine-gun to get time. They don't expect to see either one again. . . . You know the situation—that those few minutes gained are worth the life of a man to your army."

The speaker is one of the four young officers who survived from the seventy-odd officers and ratings who manned six high-powered, 70-ft. motor torpedo-boats stationed in Manila Bay when the war against the Japanese began. Among the exploits of these cockleshell boats—their "armour" was ¾-in. plywood—was the sinking of more than a hundred times their own weight in shipping, and one of their last achievements was to carry General MacArthur on the first and most dangerous stage of his journey to Australia.

"I will never forget how you looked as you pulled up alongside of us in that cove," said Kelly. "There was General MacArthur sitting on a wicker chair, soaking wet; beside him Mrs. MacArthur, also soaking wet, but smiling bravely; then the Chinese amah holding little Arthur MacArthur, both soaking wet and very seasick. You could see the Little Corporal was most unhappy, but wouldn't admit it, and his jaw was set—just at the exact angle of his father's."

There are endless stories of horror and heroism in this brief book. As an indication, it includes much of the story of Corregidor, and of the nurses who worked in those cave hospitals. And as a further line on the odds against which they were fighting, it was not until three days after Bataan fell that they saw the first of their own bombers.

There has been as much plain courage, as much initiative and as much dogged perseverance shown by any one of the other Allied forces; that is not a detraction from an excellent and moving little book, but a recognition of the spirit for which no praise is too high, and which will win this war for the United Nations.

Mr. W. L. White is a correspondent, which is another name for a newspaper reporter. There is no doubt at all that he is an ace among reporters.

A great number of readers will remember the late Rachel Field's *All This and Heaven Too*, and for that reason will look forward to reading the novel she finished just before her recent death. It is a novel wholly of America this time, and of the New England that is so peculiarly American.

AND NOW TO-MORROW (Collins. 8s. 6d.) is the story of a girl brought up in security and comfort, but not in the kind of unquestioning acceptance that sometimes goes with them. She is a little younger than this century, and the slump which not unnaturally affects her family's textile mills, among hundreds of others, catches her at an indecisive moment in her own life.

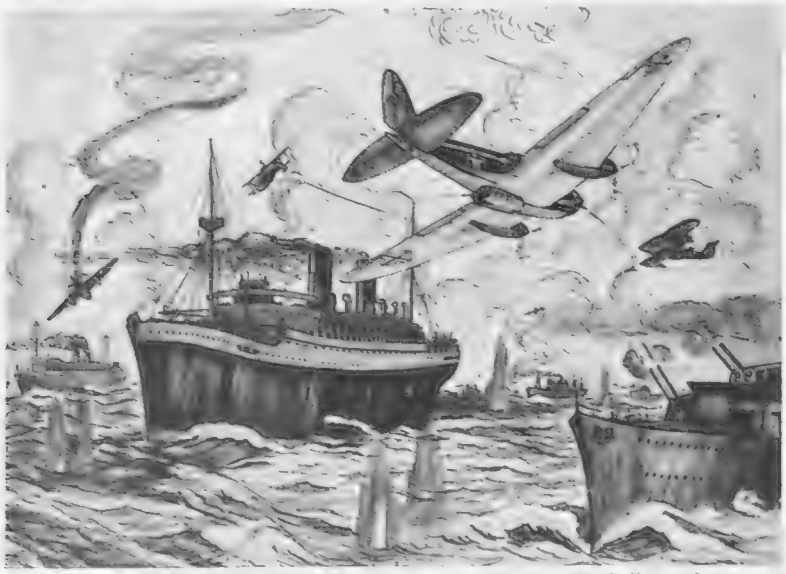
The problem of her growing and almost complete deafness, and the glass walls that it seems to erect between her and all but one of her friends, is an even more acute problem which Miss Field has handled with the greatest delicacy.

It is a sad, autumn-coloured book for more reasons than the obvious ones, but it has an easy, graceful style of its own.

A new anthology, described as an entertainment, and chosen by Mr. Geoffrey Grigson, has given me a great deal of pleasure this week. THE ROMANTICS (Routledge. 10s. 6d.) brings together in one wieldy volume poems, extracts from novels, journals and letters of the English romantic movement between 1780 and 1840. Needless to say, it includes some of the writings of William Beckford, as of De Quincey, Byron, Chatterton and Edgar Allan Poe, but it goes further into the exotic by-ways, with Maturin, Boehme—"who made the eighteenth century believe that the world was the image of Paradise"—Fuseli, Crabbe, Beddoes and Belzoni.

This is a wonderland of its own strange kind and, as a critic of Scott's poetry once said, "it has relation to nothing." But it includes some enchanting things, and I would, if I had space, requote that sonnet of Shelley's, *Ozymandias*, which now has found its echo in the advance of our Eighth Army. And I recommend to you, for pure, unconscious humour, the extracts from three letters of Ruskin to Rosetti, on an increasing tone of coldness.

THE WAR AS CHILDREN SEE IT



"THE CONVOY COMES THROUGH": Painted by T. N. Mitchell, a fourteen-year-old evacuee from Guernsey, and now exhibited at the Cooling Gallery in New Bond Street in a special collection

"IN THE SHELTER": A scene during the blitz on London painted by Pamela Thomas, aged fifteen, of Homelands School, Derby

The two pictures reproduced here are taken from an exhibition which was opened a few days ago by Lady Clark, wife of the Director of the National Gallery. The exhibition shows "The War as Seen by Children," and is on view at the Cooling Galleries in New Bond Street. Organised by the Civil Defence Artists and the Refugee Children's Evacuation Fund, the collection will tour the United States at the close of the London view

A PRINCE BECOMES A PRIVATE IN THE BRITISH ARMY: Twenty-one-year-old Prince John of Luxembourg, hereditary heir and Grand Duke of the Duchy, has been in the Guards for some weeks. He is known to the sergeant-major and his comrades as "Private Luxembourg," and is being treated exactly the same as the other men of the regiment

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Lord Hirst, of Witton, Chairman and Managing Director in his Chairman's Speech at the G.E.C. Annual General Meeting, July, 1942

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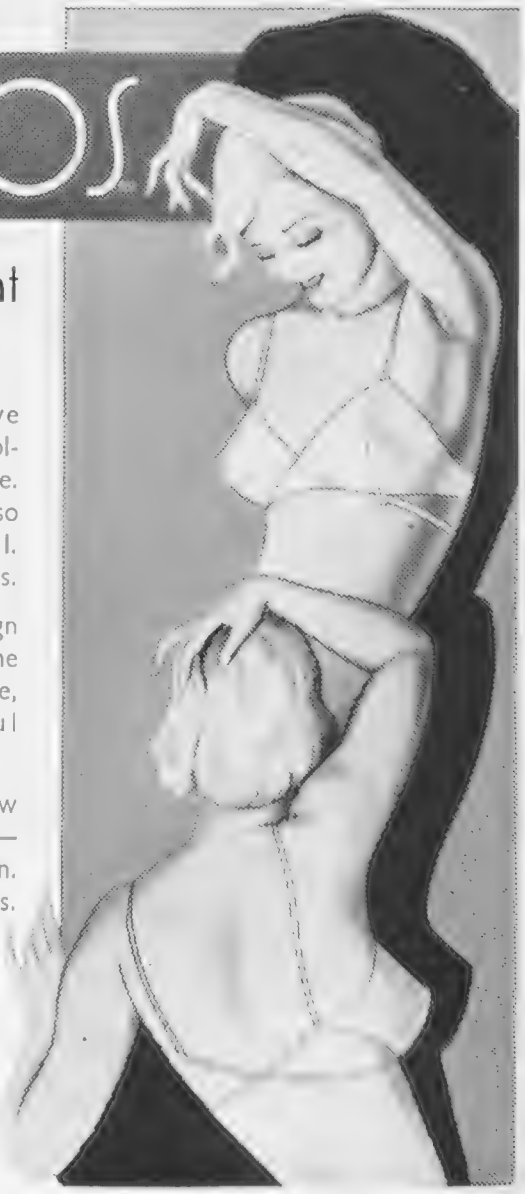

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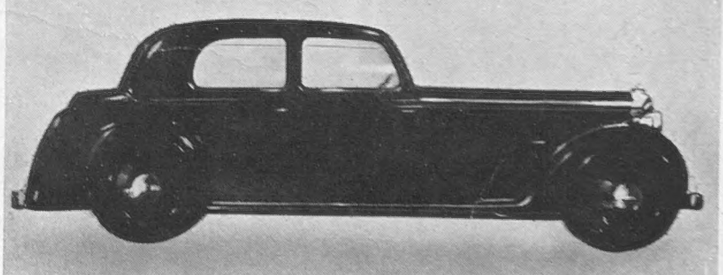

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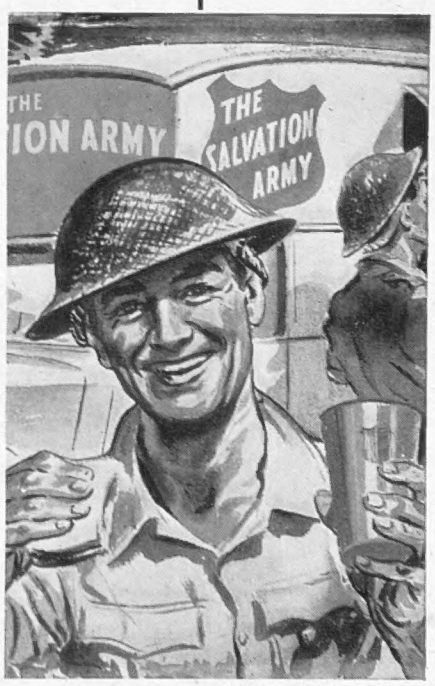

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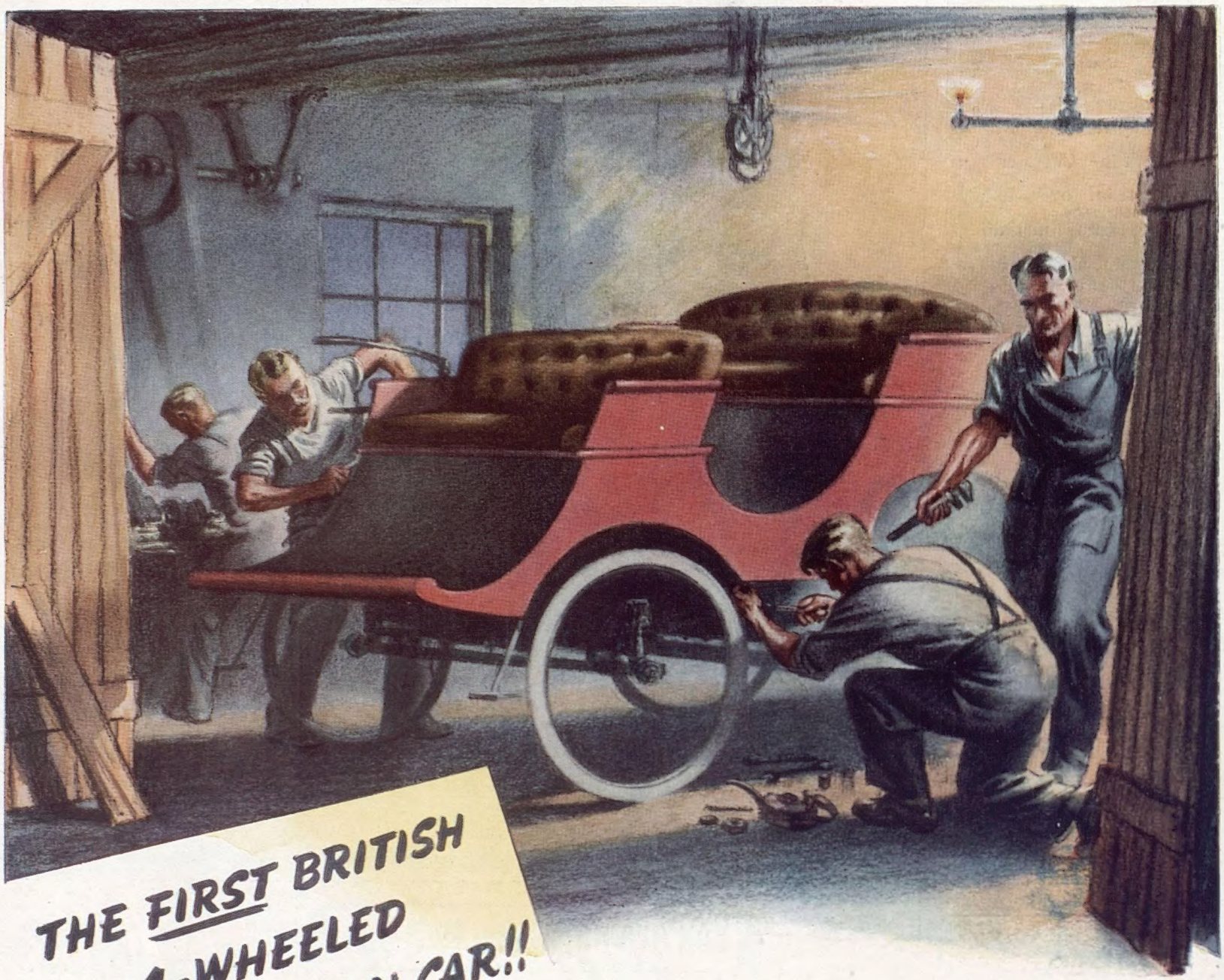

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